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L. D. 1096

*Handbook  
of Serbia  
Montenegro  
Albania  
&c.*

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# A HANDBOOK OF SERBIA, MONTENEGRO, ALBANIA AND ADJACENT PARTS OF GREECE

*Prepared on behalf of the  
Admiralty and the War Office*

ADMIRALTY WAR STAFF  
INTELLIGENCE DIVISION

(No. I.D. 1096)

June 1916



## NOTE

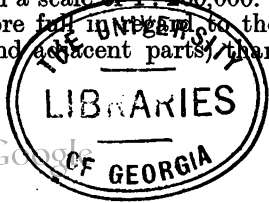
THIS volume, which is supplementary to the *Handbook of the River Danube* (I. D. 01020), deals with the region which lies south of the Danube and forms the western part of the Balkan peninsula as far south as Macedonia. The area thus includes Serbia, Montenegro, and Albania as they existed at the beginning of the European War, and the conditions described must be understood to be those of that date, except where otherwise stated.

The general plan of the book is the same as that of the *Handbook of the River Danube*, and inasmuch as the more general aspects of such subjects as climatology, economic geography, language, and the like have already been discussed in that work, it has been considered unnecessary to do more than expand such sections in matters of detail. The most important changes here introduced are due to the fact that whereas in the *Handbook* the Danube formed a dominant single line along which it was possible to arrange the whole of the itinerary matter, the districts now described are for the most part a complex of high mountains and deep valleys, in which intelligible arrangement becomes exceedingly difficult. The general outline prefixed to the section on Roads and Tracks will, it is hoped, serve to make the method adopted sufficiently clear.

The general basis of the topographical work, and of the map attached, is the Austrian Staff Map on the scale 1:200,000. The sheets of this map are of varying dates: some are quite recent, while at least one has not been revised since 1903.

The accuracy of this map undoubtedly varies considerably in different regions, and in some cases (notably in northern Albania) it has been necessary to make great changes in order to obtain an intelligible presentment of the information embodied in the Itineraries. Parts of sheets iii, v, and vi of the map accompanying this volume have been reconstructed with the help of material drawn from all available sources and are practically new. A map of northern Albania is issued separately in one sheet on a scale of 1:200,000.

Unofficial written information is far more full and correct, to the Western division (Montenegro, Albania, and adjacent parts), than



for other divisions of the area. The explanation is, doubtless, that this area presents at once greater attractions and greater difficulties to the traveller, and that (excepting the little railway from Antivari to Virpazar) the roads and tracks offer the only means of land-communication. In a few cases the Austrian map gives numerous tracks joining two terminal points, and authorities refer vaguely to a route joining those points which cannot (in the absence of information as to intermediate points) be identified as any one of the tracks : such routes are mentioned in the itineraries, and conventionally indicated in the map. Where, as in the case of many roads (and even some railways), the evidence of witnesses has been conflicting, the fact is indicated in the text.

In view of the partial and scanty character of the information available, the classification of the routes must be regarded as more or less tentative. The itineraries should thus be read with caution, and especially as a basis for eliciting first-hand information locally. It must also be remembered that in the case of those routes which cross mountain ranges the distances given cannot be regarded as more than approximate, as owing to the small scale of the maps many bends must inevitably have been omitted. It may be stated as an axiom that no mountain routes should be attempted without local inquiry and without securing a competent guide, as on the rocky and stony heights it is often quite easy to lose the road altogether.

It is very important to remember that owing to the war many of the bridges have been broken down, and many of the roads very badly cut up by traffic. Moreover, for the same reason the opportunity for repairs has been extremely small, and it is probable that in many cases damage caused by landslips and torrents has not been made good.

A further remark of general application is that the condition of roads varies much with the season of the year ; few of them have been properly soled and metalled, and, in low-lying clayey tracts, are liable to become quagmires after rain. On the contrary the higher roads, which generally run through more stony and sandy country, stand wet weather better, but are more liable to damage by landslips and torrents.

It is necessary to emphasize the fact that in the circumstances the information given cannot be complete, and that conditions are constantly undergoing change. The Admiralty will be glad to receive corrections or additions.

# CONTENTS

## SECTION I

| CHAP.   | PAGE |
|---|------|
| I. PHYSICAL CONDITIONS.   |      |
| General Geography—Note on the Lake of Scutari—Geology—<br>Climate—Vegetation . . . . .                        | 9    |
| II. PEOPLES AND TERRITORIES.  |      |
| Ethnology and Cultural Conditions—Historical Notes—Popu-<br>lation—Political and Economic Geography . . . . . | 36   |

## SECTION II

|   |     |
|---|-----|
| ITINERARY OF ROADS AND TRACKS . . . . . | 55  |
| ITINERARY OF RAILWAYS . . . . .         | 359 |

## SECTION III

|   |     |
|---|-----|
| MONEY, WEIGHTS, AND MEASURES . . . . .                      | 385 |
| TRIBES OF NORTHERN ALBANIA . . . . .                        | 396 |
| SOME USUAL TOPOGRAPHICAL AND GEOGRAPHICAL TERMS IN ALBANIAN | 415 |
| VOCABULARIES . . . . .                                      | 421 |
| INDEX . . . . .   | 509 |

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## LIST OF PLATES

### PLATE

- I. (a) Road between Mitrovica and Novi Bazar.  
(b) Sjenica road leaving Novi Bazar.
- II. (a, b) Crossing the river Drin (Spash).
- III. (a) Track from Puka approaching Spash.  
(b) Track between Spash and Jakova.
- IV. (a) Track between Gusinje and Ipek.  
(b) Ura Fshāit.

*Between*  
*pp. 58, 59*

## LIST OF MĀPS

Key Map of Routes in the Itineraries.

Serbia, Montenegro, and Albania, 1 : 400,000.

*Sheets*—(1) Belgrade, Novi Bazar ; (2) Nish,  
Požarevac ; (3) Scutari, Prizrend ; (4) Üsküb,  
Sofia ; (5) Valona, Dibra ; (6) Monastir ;  
(7) Salonica (with key).

Northern Albania, 1 : 200,000.

Tribes of Northern Albania.

*Separately*  
*issued*

## NOTE ON THE SPELLING OF PLACE-NAMES

The spelling of names in Albania in this book is phonetic (consonants as in English, vowels as in Italian, ñ = the Spanish ñ in *mañana*). In Serbia and Montenegro the names are spelt in the Roman (Croatian) form. The following list shows pronunciation : c (= *ts*) ; č (= approximately *t* as in *creature*) ; č (= *ch*) ; dž, dj, gj (= *j* as in *jam*) ; j (consonantal = *y* ; in diphthongs = *i*) ; ž (= *z* as in *azure*) ; š (= *sh*). In each system certain exceptions have been made, either for convenience (especially in frontier districts) or in deference to convention. In the Austrian Staff Maps in Albania, &c., a conventional spelling is used, based on the Croatian alphabet with additional letters, as follows (English equivalents in brackets) : c (= *ts*) ; č, č (= *ch*) ; dj, dž, gj (= *j*) ; j (consonantal = *y*, in diphthongs = *i*) ; š (= *sh*) ; ž (= *zh*) ; š, ž (= *th*).

*The maps referred to on p. 8 of  
this volume will be issued shortly  
in a separate case of uniform size  
and binding.*



By the way, I have been thinking  
of the fact that the world is  
not a perfect place, and that  
there are many things that  
are not as they should be.

# SECTION I

## CHAPTER I

### PHYSICAL CONDITIONS

General Geography—Note on the Lake of Scutari—Geology—Climate—  
Vegetation.

#### GENERAL GEOGRAPHY

THE Balkan Peninsula is defined on the E., S., and W. by water boundaries, namely on the E. by the **Black Sea**, on the S. by the **Aegean**, on the W. by the **Adriatic**. Its northern confines have no such clearly marked limit, being usually given as a line drawn from **Trieste** to the line of the river **Save** and then along **Save** and **Danube**; a somewhat arbitrary demarcation, since it would be reasonable to include the Croatian-Slavonian district between the Drave and Save and the plain of Wallachia, areas which look to the S. rather than to the N.

However that may be, the eastern frontier of **Serbia** roughly bisects the upper part of the peninsula, running from opposite **Orsova** on the Danube in a general southerly direction to **Doiran** on the Greek frontier, whence the line of bisection would follow the line of the Salonica-Dedeagach railway from **Kilindir** to the sea. In the more westerly of the two areas thus obtained Montenegro, Serbia, and Albania form a geographically uniform area, roughly rectangular in shape, the length of the rectangle being perpendicular to the line of the Danube, bounded on the N. by the rivers **Save** and **Danube**, on the S. by the Albanian frontier from **Paganja** to Lake **Prespa**, and the Serbian from Lake Prespa to **Doiran**, on the E. by the Serbian frontier, which runs along the rivers **Danube** and **Timok** and follows the crest of the mountains and the eastern edge of Lake **Doiran** to Doiran, and on the W. by the Serbian and Montenegrin frontiers and the Adriatic Sea.

The total area thus defined is estimated at approximately 50,900 square miles made up as follows :—

|                      |        |               |
|----------------------|--------|---------------|
|                      | sq. m. |               |
| Serbia . . . . .     | 34,000 |               |
| Montenegro . . . . . | 5,600  |               |
|                      | <hr/>  | 39,600 sq. m. |
| Albania . . . . .    | 11,300 |               |
|                      | <hr/>  |               |
| Total . . . . .      | 50,900 |               |
|                      | <hr/>  |               |

The populations are approximately :—

|                      |           |           |
|----------------------|-----------|-----------|
| Serbia . . . . .     | 4,548,000 |           |
| Montenegro . . . . . | 516,000   |           |
|                      | <hr/>     | 5,064,000 |
| Albania . . . . .    | 1,000,000 |           |
|                      | <hr/>     |           |
| Total . . . . .      | 6,064,000 |           |
|                      | <hr/>     |           |

The general character of this area is broadly the same in each of the three political divisions hitherto considered, and indeed over the whole western half of the peninsula. The entire country is covered by a chaos of hills and mountains belonging to half a dozen different systems; Montenegro and NW. Serbia by the **Dinaric Alps** and their outliers, Albania and Macedonia by what may be considered as extensions of the **Pindus** range, E. Serbia by a continuation of the **Transylvanian Alps** and by the terminal spurs of **Rhodope**. The proportion of plain and plateau to mountain is small: the river valleys, which are extremely numerous, are for the most part inconsiderable and narrow and serve but ill the purposes of communication.

Whether we adopt a principle of division by drainage areas or by mountain complexes the region which concerns us falls into three parts. In the first case we should have to consider in turn (1) the **Adriatic** drainage area, under which is comprised half of Montenegro and all Albania; (2) the **Danubian** drainage area, which takes in half Montenegro and more than three-quarters of the present kingdom of Serbia; and (3) the **Vardar** basin, the south-eastern corner of Serbia, which drains to the Gulf of **Salonica**. The second method is, for our purpose, the more satisfactory. The three chief mountain systems with which we are concerned are :—

- (I) The Dinaric Alps and their outliers to the E.
- (II) The Albanian mountains and their outliers to the E.
- (III) The mountains of Eastern Serbia.

Each of these falls upon examination into various further subdivisions. Thus (1) the **Dinaric Alps**, which cover all Montenegro, part of N. Albania, and the NW. quarter of Serbia, may be divided into (1) the **Adriatic** and **Danube** drainage areas of **Montenegro** (2) **NW. Serbia**; and (3) the basin of the **White Drin**. NW. Serbia, again, is bisected by the **Western (Serbian) Morava** into a northern and a southern part, of which the northern may be treated as a whole, while the southern is made up of three regions: (1) the parts of **Old Serbia** assigned in 1913 to the kingdom of Serbia; (2) the parts of the Sanjak of **Novi Bazar** similarly assigned; and (3) the S. side of the **W. Morava** basin up to the former Turco-Serbian boundary.

Again, (II) falls into two main parts, the **Albanian mountains** and the **Macedonian mountains**, the former being divided into three sections by the **Shkumbi** and **Voyusa**, the latter into two by the **Vardar**.

Finally (III) the mountains of E. Serbia are conveniently treated in three groups: (1) the **Miroč** and **Golubinje** group; (2) the **Rtanj**, **Davidovačka**, and **Guljanska** ridges; and (3) the **Suva** and **Babička** ridges together with the terminal node ending in the **Osigova** ridge.

These divisions may be summarized in the following table.

### *Summary*

#### I. Dinaric Alps.

- (1) SE. end of Dinaric Alps covering, with its E. outliers, Montenegro and NW. quarter of Serbia.

- (A) Adriatic drainage area.

- (B) Danube drainage area.

- (a) Montenegrin section (continued by b ii).

- (b) NW. Serbia, south of W. Morava as far as Bulgarian Morava.

- (i) Parts of Old Serbia assigned in 1913 to kingdom of Serbia.

- (ii) Parts of Sanjak assigned in 1913 to kingdom of Serbia.

- (iii) S. side of W. Morava basin as far as former Turco-Serbian boundary.

- (c) NW. Serbia, N. of W. Morava.

- (2) Basin of the Drin.

#### II. (1) Albanian mountains.

- (A) between the Drin and Shkumbi.

- (B) between Shkumbi and Voyusa.

- (C) between Voyusa and the S. and E. border.

- (2) Macedonian mountains.

III. The Eastern Serbian mountains, east of Morava-Vardar line as far as Serbo-Bulgarian border.

- (A) Miroč and Golubinje group.
- (B) Rtanj, Davidovačka, and Guljanska ridges.
- (C) Suva Planina and Babička Planina and the range ending in the Osigova planina.

### I. THE DINARIC ALPS

From Trieste to Scutari a single broad line of mountains runs along the Adriatic coast. This range, conventionally known as the **Dinaric Alps**, though that name is strictly applied only to the southern part of it, is a south-easterly continuation of the Southern Alps, linking them with the Albanian mountains. On the seaward side the mountains form a well-defined range, on the landward they merge into a jumble of mountain and hill country. The NW. half scarcely concerns us, but the SE. part, with its eastward outliers, declining in elevation as they recede from the coast, covers Bosnia, Montenegro (where it reaches its greatest heights), and the NW. quarter of Serbia as far as the valley of the **Bulgarian Morava**. The W. or Adriatic drainage area is narrow; on the E. side the Danube collects the waters of a large extent of country. The watershed follows the crest of the Dinaric Alps as far as the **Rila** mountains, whence it runs along the **Rhodope** ridge. At the S. end of the range the ridge nearest the coast continues as far as the mouth of the **Drin**, while the inland ridges turn sharply from SW. to NE. (leaving the gap drained by the Drin and its tributaries) and stretch towards the **Kopaonik** mountains, which divide the **Ibar** and **Morava** valleys. Between the end of this and the beginning of the next range where the coast turns S. there is a saddle of lower country, through which runs the **Drin**, the only river that cuts right through the mountains, the others being for the most part short and unimportant. The importance of this single break in the long line of mountains that otherwise run in an unbroken chain right down the Adriatic coast is lessened by the fact that the river runs in many places between extremely precipitous banks: nevertheless it has considerable influence on the means of communication between the sea and the interior of Serbia.

The main range of the Dinaric Alps reaches in places considerable heights (e.g. the summits **Durmitor** in NE. Montenegro (2,528 metres), **Jablanov**, **Lebršnik**, **Kučki Kom**, **Lovćen** commanding the

Bocche di Cattaro, and the various ranges which radiate from the district of Ipek) and lakes are numerous. Those parts that lie nearest to the sea have the 'karst' character very strongly developed. Wide expanses of barren limestone full of potholes and caverns make up the landscape, and, as is usual in such country, the rivers often disappear underground, reissuing, if at all, some distance farther on. In SE. Montenegro the form of the mountains is in general more rounded and their sides are often thickly wooded, though here too there are limestone interruptions. In the mountainous hinterland that extends between the **Drina** and the **Bulgarian Morava**, although the average elevation is much less, there are still some considerable heights south of the **Western (Serbian) Morava**; for instance, the **Kopaonik** ridge in West Central Serbia, a country difficult of approach, unfruitful, and thinly populated. North of the same river the mountains gradually decline towards the Save, the knots of **Rudnik** and **Povlen** being the most notable exceptions.

#### *Adriatic Drainage Area of Montenegro*

(1 A) This area corresponds with the western slope of the south-eastern end of the Dinaric Alps. In this region, the Black Mountain properly so called, there is only one river of any size flowing towards the Adriatic, namely the **Morača** (see 1 B, *a*, Piva), which rises in the **Siljevica Mts.** and flows in a general SW. direction into **Lake Scutari**. Its chief tributaries are—on the r. bank the **Zeta** (see 1 B, *a*, Piva), which, flowing in a general SSW. direction down the valley near whose head in the middle of a flat country stands the fortified town of **Nikšić**, joins it at the important road centre of **Podgorica**; and on the left the **Zem** (Cijevna), which runs in a gorge sometimes 1,000 metres deep down a valley the head of which approaches that of the **Lim** (see 1 B, *a*, Lim). In the angle of the rivers Zeta and Morača is a knot of high mountains, **Lebršnik** the highest (2,174 metres). The **Zeta** valley, the most fertile part of Montenegro, is the chief means of passage between Montenegro and Northern Albania.

The **Morača**, as has been said, does not reach the Adriatic directly, but flows into **Lake Scutari**. This lake empties into the sea by the **Boyana** river, which flows out of its south-eastern end (see NOTE ON LAKE SCUTARI, below). The shortness of the river valleys and height and ruggedness of the mountains in this section make communications from SW. to NE. very difficult.

*Danube Drainage Area*

(1 B) The general character of this section has already been described. The height of the mountains declines not only from west to east but also from north to south, which is the direction of the majority of the river valleys, a very notable exception being the **Western (Serbian) Morava**, which flows from W. to E. across the western part of northern Serbia, past Užice, Kraljevo, and Kruševac to Stalac, where it falls into the **Southern (Bulgarian) Morava**.

The chief riverain plains are along the **Drina**, **Save**, and the valleys of the **Morava** and its branches. In the **Mačva** district along the Save and along the lower Kolubara and Morava the plains are often flooded, and hence the ground is swampy. There is low-lying land in the valleys of the rivers, mostly tributaries of the **White Drin** or the **Ibar**, which rise in the triangle formed by the towns of Jakova, Ipek (Peć), and Priština. The chief upland plain is the famous Blackbirds' Field (**Kosovopolje**) where Serbian independence was lost in 1389.

(a) The rivers of the Montenegrin portion of this section, which is known as the **Brda**, are not of much account. The **Piva** and the **Tara** flow in a general north-westerly direction, the first round the western, the second, in a narrow and frequently precipitous channel, round the eastern side of the great massif which rises in the north to the triangular peak of **Durmitor**, in the south to the peak of **Jablanov**; the rivers meet at Hum and flow into the Drina beyond the Montenegrin border. Their sources lie not far from those of the Zeta and the Morača (see 1 A), and mountain tracks connect the two pairs of valley heads. A third river, the **Lim**, turns round the foot of Mt. **Visitor** (2,174 metres) through three-quarters of a circle, and after flowing through Lake **Plava** runs northwards and debouches into the Drina above Višegrad. A track follows the valley. The **Čehotina**, whose course lies between those of the Tara and the Lim, may be mentioned for the sake of **Plevlje**, the point of junction of numerous roads and paths. The **Ibar**, though it has its source in the Deljek Mokra mountains, belongs more properly to (b).

(b) The NW. quarter of Serbia, the space between the headwaters of the **Morava** and the Save-Danube line, is divided into two distinct regions by the W. to E. course of the **Western (Serbian) Morava**.

The southern half is made up of three separate parts, which are (from S to N.) as follows:—

(i) Most of Old Serbia assigned to Serbia after the Balkan War,

defined for our purposes on the W. by the upper (N.-S.) part of the course of the **White Drin** or the **Metoya** plain, on S. and E. by the line of the upper **Bulgarian Morava**, on the NW. by the upper **Ibar** (which divides it from the Serbian parts of the old Sanjak of Novi Bazar), and on the NE. by the former boundary of Serbia. In this district lies the great upland plain of Kosovo (along whose edge runs the **Sitnica** joining the Ibar at Mitrovica) and the plains of **Gilan** SE. from Priština and of **Podujevo** N. from that town, and the whole of it, in contrast with the next district (ii), is fertile and prosperous, and is traversed by numerous streams, whose valleys lie N.-S. or E.-W. The towns are of no great size; **Priština** and **Mitrovica**, the terminus of the railway from Skoplje, are the most important. There is a large Albanian population.

(ii) The Serbian parts of the former Sanjak. This is a rugged upland region of high mountains, with very deficient means of communication. There are a few fertile valleys and river basins, and occasional patches of forest. **Prijepolje**, which commands an important crossing of the Lim, stands in one such small area of fertile valley; **Priboj** on the Bosnian border, lying on the r. bank of the same river, in another. **Sjenica**, a road centre, is situated in a cultivated upland district near the head of the Uvac valley, and **Novi Bazar** near the head of the fertile valley of the upper Raška.

The most important river is the **Ibar**, the valley of which lies E. and W. as far as Mitrovica, N. and S. lower down. The Ibar affords communication between Mitrovica and Kraljevo, and a railway has been projected between those two towns by way of **Raška**, where another line, running from Uvac on the frontier through Novi Bazar, is to join it. Neither has yet been built.

(iii) The southern half of the **W. (Serbian) Morava** basin, that is, between the Morava on the N. and the former Serbian boundary, which runs from near Uvac SE. to Ristovac on the Salonica railway.

This is a picturesque though often bleak and arid country. The Morava valley and most of the tributary valleys are well cultivated. In the hills are kept herds of sheep, goats, and cattle. The chief artery of this, as of the region next to be mentioned, is the narrow-gauge railway running from Užice through Čačak, Kraljevo, and Kruševac to Stalać on the Belgrade-Salonica line. But there are roads in a general S.-N. direction down the valleys of the Moravica, Ibar, and Rasina, and others in a general W.-E. direction along those of the Toplica and Jablanica, which flow into the Bulgarian Morava. Užice and Kruševac are strategically important, the one as a railhead, the other as



commanding the junction of the Moravas and the centre of numerous roads.

It may be noticed that the mountain spurs in this region mostly thrust out in a northerly direction. The **Jastrebac** ridge (highest point 1,434 metres) in the angle between the Moravas is the main exception and lies E.-W.

(c) *North of Western (Serbian) Morava Valley.*—This district, lying between the W. Morava valley and the N. frontier, which is formed by the line of the Save and the Danube, is the least mountainous of Serbia, as indeed it is of all that part of the W. half of the Balkan peninsula that occupies our attention.

Immediately N. of the Morava the **Povlen** and **Maljen** ridges reach a height of 900–1,200 metres; the **Rudnik** massif also has in places a considerable elevation, while the **Tatarina Planina** and its spurs in the angle of the Moravas, though lower, are high in comparison with the rest of the area. The **Cer Planina** (to begin again from the W. and proceed E.), lying SE. between **Lešnica** and **Valjevo**, is slightly under 600 metres; elsewhere the hills are mostly under 300 metres, except in the district S. of Belgrade.

The **Mačva** plain in the angle between the Drina and the Save and the lower valleys of the **Kolubara** (the largest of the smaller rivers in this section) and its tributaries, as well as the adjoining **Tamnava**, are low-lying and swampy.

The whole area is thickly populated and fertile. Although the departments of **Rudnik** and **Kragujevac** are alone known as the **Šumadija** or Forest Country, in point of fact all the region between the Drina and the Save, comprising the departments of the **Podrina**, **Valjevo**, and **Belgrade**, is for the most part a mass of wooded hills. The broad valley of the lower **Bulgarian Morava**, with the valleys of **Mlava** and **Pek** which adjoin it, is the largest level region in the whole country. In the valley bottoms maize, on the open downs wheat and barley are grown; vineyards and orchards clothe the valley slopes along the Danube. It may be mentioned that about 10 per cent. of the inhabitants of the Morava valley are Roumanians. This division of Serbia, besides its agricultural riches, possesses valuable mines of lead, copper, and zinc, and of recent years a new beginning has been made towards their exploitation. Near Belgrade is a mercury mine which, it is said, was worked even in pre-Roman times.

**Belgrade** (the capital) and **Smederevo** (Semendria) are towns of special importance as commanding railways to the S., and Belgrade, like **Nish**, is within easy reach of the only good coal supplies in the whole peninsula.

(2) *Basin of the Drin*.—The valley of the **White Drin**, as has been said, is of considerable importance. Apart from the Narenta, far to the NW., no river breaks through the band of mountains that stretches all down the Adriatic coast. And though its value as an avenue of communication is impaired by the fact that for a considerable part of its course it runs in a gorge and is therefore actually small, potentially it is not without promise, and in fact it used at one time to be the chief commercial route to Prizrend. The White Drin drains a district forming a saddle of lower ground between the high mountains of the **Prokletija Ridge** (the name means 'Accursed'; conventionally the appellation 'North Albanian Mountains' has been applied to that part of the Dinaric Alps which turns NE. obliquely to the general course of the main range), and the even higher **Sar Planina**, whose highest peak, **Ljubotrn**, has been estimated (though perhaps with exaggeration) at over 3,000 metres. Its NE. limit may for our purposes be regarded as the **Metoya** plain, which the White Drin or its tributaries water; this plain has **Jakova** at about its centre, **Ipek** at its NW. end, and **Prizrend**, a town of over 30,000 inhabitants, at its SE. end.

Through this lower country the White Drin flows in a very winding course. After turning a semicircle past Ipek and Jakova, it receives, W. of Küküs, the waters of the **Black Drin**. The river then flows NW. past Spash round the Dukajin massif as far as Apripa, thence S. as far as Komana, and from here again in a semicircle S., wide of Scutari on the r. Part of its water joins the Boyana through the Drinassa channel; the rest, passing Alessio, flows W. to the sea. On both sides of the mouth there is low-lying land for some distance. The Drin is navigable for small boats as far as **Alessio**, and when in flood even as far as **Scutari**.

It is, perhaps, of interest that in antiquity gold was found in the Drin valley.

## II. THE ALBANIAN MOUNTAINS AND THEIR OUTLIERS

(1) *The Albanian Mountains: Adriatic drainage area*.—The line of division between Albanian and Macedonian mountains is the line of the **Black Drin** and the basin of **Lake Ochrida**. The N. end of the former range stretches in a NE.-SW. direction parallel to the S. end of the Dinaric Alps, between them lying the corridor of the Drin valley (see above). But the main line of the range stretches from N. to S. through Middle and Southern Albania. As far as Cape **Glossa** (also called C. Linguetta) the mountain-spurs are inclined to run

obliquely to the coast, which is difficult of approach and poor in harbours (the only large ones being at **Durazzo** and **Valona**). The population is scanty. South of that cape the coast turns SSE., lying in the same direction as the mountains, which come down to the water's edge, so that there are few openings and little opportunity for landing. The country, once thickly wooded, is now bare or covered with brushwood. Practically the whole of this region drains to the Adriatic; the chief rivers are the **Shkumbi** and **Voyusa**, which divide it into three parts.

Albania belongs entirely to the Adriatic drainage area. It is divided into north, middle, and south by the courses of the **Shkumbi** and the **Voyusa**. Part of the north has already been described. Between the **White Drin** and the **Shkumbi** the chief mountain features are the **Krabi** range and its southward extensions, in which rise the **Fan i Math** and the **Fan i Vogel**, tributaries of the **Mat**, the mountains enclosing the **Mat** valley and the complex whose highest point is **Yablanitsa** (2,232 metres) on the Macedonian border. The **Black Drin**, which flows from Lake Ochrida and runs, in contrast with the rest of the rivers, N. to join the **White Drin** near **Küküs**, is the chief river. The **Shkumbi**, it may here be said, forms approximately the dividing line between the **Ghegs** of the N. and the **Tosks** of the S.

The central portion between the **Shkumbi** and the **Voyusa** differs from those N. and S. of it in being less rugged. It contains considerable lowland tracts, for instance the plain of **Musseki**, which is watered by the **Semeni**, a river formed by the confluence of the **Devoli** and the **Osum**. Like most of the rivers of this part the **Semeni** has lagoons on both sides of its mouth. The principal summit is **Mount Tomor** (2,412 metres) to the E. of the town of **Berat**, the highest point of the **Opara** range, which parts the **Devoli** from the **Osum**, and there are peaks over 1,700 metres high in the **Brzechda** and **Kaman** mountains in which the **Shkumbi** rises.

The southernmost district again is almost wholly mountainous, though the **Voyusa** itself flows in the middle part of its course through a fairly fertile valley. The mountains run, not as hitherto obliquely to the coast, but parallel, both mountains and coast now lying NW.-SE. The most noteworthy feature of all this region is the **Khimara** range, which skirts the coast, terminating in the lofty promontory of **Glossa** (or **Linguetta**).

The mountains of Albania are said to be rich in minerals, but this source of wealth is practically untapped. At **Selenitsa** near **Valona** there is a deposit of mineral pitch that was worked even by the Romans. There are some splendid stretches of forest of

oak, beech, ash, elm, plane, poplar, and walnut. Although the country is excellently adapted for vine cultivation, the wine is only moderate. Near Berat and in the upper Voyusa valley much tobacco is grown. The chief means of subsistence are provided by the cultivation of grain and the rearing of cattle in the plains; in the N. Albanian hills sheep and goats take the place of cattle.

(2) *The Macedonian Mountains.*—The Macedonian mountains cover the S. half of Serbia, extending E. of the line of the Black Drin above mentioned as far as the Struma beyond the eastern Serbian border. They are very largely of crystalline formation and much broken up by gullies, the largest running NNW.—SSE., smaller ones from W.—E. and also SW.—NE. (these last being more important for purposes of access into the interior). There are many high peaks, and the mountains are diversified by numerous lakes and tarns. By way of the **Black Drin** and **Devoli** the NW. part drains westward to the Adriatic. But the chief river in this area is the **Vardar**, which carries the waters of a considerable district south-eastwards to the Gulf of Salonica. The importance of the Vardar valley as a means of communication is of the very greatest, especially in view of the lowness of the watershed between it and the **Morava**. Since the mountain groups present little uniformity in their geographical contour the Vardar forms a convenient division.

That part of Macedonia with which we are concerned is bounded—on the S. by the Greek frontier between Lake **Prespa** and Lake **Doiran**, on the N. by the line of the head-waters of the **Bulgarian Morava**, by the Bulgarian border on the E. and by the line of the **Black Drin** and Lake **Ochrida** on the W.

The district thus defined is drained practically in its entirety by the River **Vardar** or its tributaries, the chief of which are, on the r. bank, the **Crna** (Kara Su), which drains the Monastir basin (plain of Pelagonia), and on the l. the **Bregalnica**. The Vardar leaves Serbian territory near Gevgeli and flows into the Gulf of Salonica. Its valley is the chief means of communication between Central Europe and the Aegean. It rises in the Šar range near Gostivar, and flowing NE. waters the rich upland plain of **Tetovo** (Kalkan-delen). At the foot of Mount Ljubotrn it turns SE., traverses the town and plain of Ūsküb (Skoplje), leaving the high plateau of Ovče Polje (the sheep's field) on the l. It then flows through **Veles** (Köprülü), below which it receives the waters of the **Crna** draining the Monastir basin and the mountain region of Morichovo. Next, after passing through the gorge of **Demir**:

**Kapu**, it flows across the frontier. The valleys of most of the rivers in this district and their tributaries broaden in places into fertile upland basins, of which that of **Monastir**, 450 metres above the sea, is the most remarkable, while the plains of Tetovo, **Ŭsküb**, and **Kočana** must also be mentioned.

From a military point of view the only regions where large bodies of troops could be manœuvred are the plains of **Tetovo** and **Ŭsküb**, the rolling cultivated downs between **Ŭsküb** and Kumanovo northwards, the higher grazing grounds of **Ovče Polje**, the valley of the **Bregalnica**, and the valleys between **Ishtib** and **Strumitsa**. These are nearly all on the l. bank of the Vardar. On the r. are the plain of **Tikveš** (S. of Ishtib), the plain of **Pelagonia**, and the patches of open ground north of Lakes Ochrida and Prespa and at **Dibra**. The rest of the country consists of mountains, largely bare except along the Bulgarian border, where they are to a great extent densely wooded. **Ŭsküb** and **Monastir** (each with a population of about 50,000) are the largest towns, while **Veles** and **Prilip** have each about 20,000. **Ŭsküb** is a town of great importance, being a key of the railway system and commanding the approaches to the Kačanik pass between the **Šar Planina** and the **Kara Dag**h into the plains of Kosovo and Tetovo.

The principal lakes are those of **Ochrida** and **Prespa** on the confines of Albania. They are separated by the **Galichitsa** ridge, but are supposed to be subterraneously connected. Lake **Doiran** in the extreme SE. corner of Serbia is also a lake of some size, and there are numerous smaller lakes in the mountains.

The mountain groups present little uniformity in their arrangement. It may therefore be most convenient to present them under two heads according as they are on the W. or on the E. of the Vardar river.

On the W. from N. to S. is the very high though short cross range, running SW.-NE., called the **Šar Planina** (containing the peak of **Ljubotrn**), continued to the E. by the **Black Mountain** (**Crna Gora**, **Kara Dag**h). Then from the SW. end of the **Šar Planina** follow, in a general N.-S. direction, the **Dešat**, **Jama Bistra**, and **Galichitsa** ridges. Next to these on the E. the average height of the mountains is less, except SW. of **Monastir**, where the **Merečka Planina** attains considerable heights, **Peristeri** ('the Dove') being 2,353 metres above sea-level. The country is a tangle of hills with no very definite ridges. E. again of this lower band of country lies (going from N. to S.) the **Karadjica Planina**, between **Ŭsküb** and **Prilip**, pushing spurs E. to the Vardar, continued southward by the **Selca Planina** and, at an inclination of about half a right angle to this,

by the **Moglena** range which points NE. Between these last two ridges lies the valley of the Crna. Finally on the eastern side of the Vardar valley lies the broad **Plaškovica** range, E. and W., separated from the high **Osigova** mountains, whose highest peak is **Ruen**, by the middle course of the Bregalnica river.

### III. THE EASTERN SERBIAN MOUNTAINS

The mountains of the eastern Serbian border are a southward continuation of the Banat Mountains, the Transylvanian Alps, and the Carpathians, which stand in somewhat the same relation to the northern Alps as the Dinaric Alps in the broader sense do to the southern. The Serbo-Bulgarian boundary after leaving the **Timok** valley follows the crest of the range, which stretches S. and SSE. till in about latitude  $42^{\circ} 30'$ , the neighbourhood of Kustendil, it approaches the Thracian massif; this continues it SE. for some way before turning E. and running in that direction as far as the Black Sea.

These mountains of Eastern Serbia cover the space between the basin of the **Bulgarian Morava** on the W. and the **Timok** valley, continued by the line of the **Danube**, on the E. The range is broken up by numerous clefts which render W.-E. communication fairly easy. The average height is not great (1,000–1,500 metres), but the aspect of the mountains is wild and rugged. There are many rich mines, and in particular famous copper-mines. The only considerable town is **Nish** on the Nišava (pop. 25,000), which commands the roads through the Morava valley to Macedonia and through the Nišava valley to Sofia and Eastern Roumelia. At the other end of the Nišava valley the fortress of **Pirot** guards the Orient railway and the road eastwards.

The N. half of the mountains in the triangle between the Timok, Bulgarian Morava, and Danube is distinctly of 'karst' character. Here and there are well-wooded heights, while the broader valleys, especially that of the Timok, are fertile. The whole triangle is famous for its vineyards. The hills of the S. half, on the other hand, are only fit for grazing, though here too some of the valleys are fertile. The railway, which is the backbone of Serbia, runs along the edge of the range, up the Vardar and down the Morava valley, and roads are numerous throughout the district. The Paraćin-Zaječar and Nish-Pirot (Orient line) railways run up two lateral valleys that mark the divisions between the three large mountain groups into which the mountains of E. Serbia may conveniently be distributed.

These three main mountain masses are :—

(a) The **Miroč** and **Golubinje** complex dividing the Danube from the Black Timok valley, along which runs the road and railway from Paračin to Zaječar.

(b) The **Rtanj**, **Davidovačka**, and **Guljanska** ridges between the Black Timok and Nišava ; between the first two runs the valley of the Moravica, which is followed by a road connecting the Morava and White Timok valleys.

(c) The **Suva Planina** and the **Babička Planina**, west of **Pirot**, and the great terminal node south of Pirot, extending to below Kustendil and ending in the peak of **Ruen** (2,228 metres) to the SW. of that town. There are numerous streams, tributaries of the Bulgarian Morava or the Struma, but none of any large size.

#### NOTE ON THE LAKE OF SCUTARI AND ITS NEIGHBOURHOOD

##### *Topography, Depth, &c.*

The **Lake of Scutari** has an area of 363 square km. It is about 40 km. long and 12 broad. It is of a roughly oval shape : the margin is on the whole even, but is broken by the mouth of the **Crnojevica** river at the north-west end, and by a long arm, 14 km. long, extending to the North Albanian mountains on the east. This gulf is divided into two parts by a large island. The outer part of the gulf, called **Licheni Kastratit**, is surrounded by low-lying land flooded in winter ; the inner part, called **Licheni Hotit**, forms a narrow valley between hills, ending in a cleft running up to the foot of the **Velecik** mountain. The lake occupies a depression such as is common in the Karst region. The east and the west shores are strongly contrasted. On the east there is a flat plain, stretching as far as **Podgorica** and the foot of the Albanian Alps. Near the west shore of the Kastrati Lake is an isolated, cone-shaped hill, 228 metres high—the **Helm**. The situation of this hill and the whole row of lesser heights which surround this plain (beginning with the height of **Vranjina**, and ending with the hill of **Shipchanik** near Tuzi) would make a strong military position, and parts were fortified by the Turks in 1879. The east shore of the lake is bordered by a stretch of marsh some 3 km. broad. On the

west the high mountains of the **Sutorman** range, of which the chief summit is Mount Rumija (1,593 metres), come abruptly down to the lake. The land rises very gradually from the Adriatic to Scutari, and the road between Podgorica and Plavnica only falls 1 in 1,000. The whole plain was once the bed of a lake, and the rocks are so covered with soil that they are hardly anywhere visible. The land rises at the foot of the mountains owing to the silt deposited by the streams, in consequence of the sudden reduction of the slope, especially to the south-east of the Kastrati Lake.

There is a series of small islands lying along the western shore and not more than 600 metres from it, the largest being one near Scutari, on which stands the old tower of Morahovic. At the northern end is **Mt. Vranjina**, a pyramid rising 330 metres above the lake, covered with shrubs and trees, and isolated by the two arms of the Morača river, which flow on either side of it. On it is the monastery of Vranjina. Next it lies the island of **Lesendra**, whose ancient Turkish citadel has been turned into a powder factory. All the islands, with the exception of Vranjina, are waterless.

The general depth of the lake varies from 2 to 7 metres. It is very shallow at the north-west end. There are some deep holes along the western shore, one of which measures 44 metres. The lake is 6 metres above sea-level. The amount of water in the lake, however, is liable to considerable fluctuation.

Except close to the shores, the water of the lake is clear and fairly drinkable: it probably contains lime and magnesia.

### *Rivers and Floods.*

The principal affluent is the **Morača**, which enters on the north-west. The bed of this river really consists of a series of small lake-basins. Except after the autumn rains or when the snow is melting, there is little current, but at those seasons it becomes a majestic river. In the summer its bed is entirely dry. A branch, the **Karatuna**, connects with the Crnojevica river, another affluent which runs in at the northern end through a narrow valley. This river is never dry, has a fairly strong current, and carries its deposit well out into the lake. The **Vir** and the **Crmnica**, two mountain streams which unite at Virbazar, flow through a fertile valley and enter the lake from the west. The lake is drained only by the **Boyana** river, 41 km. long, which runs in a curved course from the south-east end to the Adriatic. The Boyana is a clear and rapid stream where it leaves the lake, and it used



formerly to carry off with ease the water poured in in times of flood by the Morača, the Vir, and the Crnojevica. The neighbouring river, the **Drin**, once ran directly to the sea, but the bed of the Boyana became gradually silted up, and the process was accelerated by a change in the course of the Drin, which effected a connexion with the Boyana through the **Drinassa** channel, while part of its waters still follow the old channel. The **Kiri**, which formerly drained into the lake, was forced by the gradual rise of the bed of the lake to change its course and run into the Drinassa, so that the Boyana now receives all the mud which is held in suspension in these two rivers. The result of the insufficient drainage provided by the Boyana is shown in the flooding of the low areas at the upper end of the lake. The Boyana is from 4 to 5 metres deep below **Oboti**, but above that place the depth may be less than 1 metre. The fall is in general not more than 1 in 1,000, but there are strong currents in places. In winter the stream becomes very rapid, and may run from 7 to 8 knots per hour, though in summer it is very slow. The river runs between banks 3 to 6 metres high in a bare and level plain of varying width, broken by the spurs of the neighbouring mountains. The river is stated to be about 700 metres wide at **Oboti**: below that village it becomes wider and slower. At **Belai** the mountains approach the river and its width narrows to between 180 and 200 metres. The rocks fall steeply to the stream and the current is here very swift. Then the valley becomes wider, and near here the overflow from Lake **Shasi** runs in on the right by a small stream which is almost dry in summer. The banks from here onward are covered with willows and reeds which protect them from the current. The river reaches the sea through a wide plain, cultivated on the right bank and wooded on the left. It passes between two hills at the village of Rechi and then reaches Shenkol, where the width is 350 metres. The mouth is wide, but full of sand and mud banks, so that there is in places a depth of only  $1\frac{1}{2}$  metres, and the strong current produces whirlpools and eddies, especially when the tide is rising. The banks also frequently change their position. Navigation is therefore difficult, especially in the summer when the river is very low. The Boyana, Drin, and Kiri are all subject to heavy floods. They have frequently changed their courses, and several of the mouths are often dry, either because the flow is only sufficient at certain seasons, or because the continual deposit of sand and pebbles has raised the bed.

Large tracts of land at the north-west and east of the lake are flooded in the winter, the water beginning to rise in October

and to subside gradually towards the end of May ; the lake is at its lowest level in September. On the plain to the south of the Kastrati Lake the streams rise very rapidly after rain in the mountains, and form wild torrents which have no permanent bed, and render the crossing of this plain dangerous. The bazaar and some of the streets of Scutari are liable to be flooded to a considerable depth each winter.

### *Climate, Fauna.*

The climate is mild, and ice is only formed on the lake near Virbazar. No rain falls from June to August, but there are heavy night dews. The waters of the lake are usually little disturbed, though in winter there are sudden and violent tempests, due to the form of the lake and the position of the surrounding mountains. The temperature of the water is usually fairly high. The lake is affected by two local winds, one coming from the east by day, called *Danik* or *Istočnik*, which is favourable to vessels coming from Scutari ; the other, *Nočnik*, or night wind, blows in the evening from the north or north-west and is favourable to those making for Scutari. Other characteristic winds are the *Upor* or *Smuta*, blowing from the north, and the *Murlan*, blowing from the east : they blow strongly down the mountains and cause dangerous squalls on the lake.

The lake abounds in fish, especially at the northern end, the most common being a small fish called *ukljeva* or *scoranza*. Pelicans, herons, cranes, and ducks are common in the marshes.

### *Population, Navigation.*

The shores are sparsely populated, owing to the mountains on the western side, and the marshy land on the east. There are, however, several villages on the gulf running up to **Rijeka**, which lies itself at some little distance from the lake. **Virbazar** lies at the head of a small gulf, surrounded by mountains. **Plavnica** also lies a little way back from the shore. On the western side near Scutari are the villages of **Zogai** and **Siroka**.

Boats of the Antivari Company run from **Scutari** to **Virbazar**, **Plavnica**, and **Rijeka**. Flat-bottomed boats called *londras* are largely used on the lake for passengers and goods at Scutari, Virbazar, Rijeka, &c., and also on the **Boyana**. They are from

10 to 15 metres long, and about 2 metres broad, though smaller ones are also built. They are propelled by a rower standing at one end, and sometimes a square sail is fixed in the centre. These boats are used at Scutari to take passengers out to the steamers. At Virbazar, since the opening of the railway from Antivari, the approach from the lake has been improved and deepened to give a minimum depth of  $2\frac{1}{2}$  metres by excavating a channel 900 metres in length, which leads to the quay along which the railway runs. A warehouse has been built on the quay, and there is a hand-crane capable of lifting 3 metric tons for transporting goods between the boats and the railway. On the eastern shore boats go to **Plavnica**, a village on the river of the same name, which is the terminus of the road to **Podgorica**. Here again the shore is very low and marshy, so that boats must lie nearly 2 km. out. Improvements were begun at Plavnica by the Antivari Company, who constructed the Antivari-Virbazar railway, to enable their steamers to reach a landing-stage by the prolongation of the Podgorica road into the lake and the excavation of a channel thence to deep water, but these works were not completed. Boats also run to **Rijeka**, where they can unload at the landing-stage, whence there was a motor-service to **Cetinje**. Small Montenegrin steamers go down the **Boyana** from **Scutari** to **San Giovanni di Medua**: the Austrian-Lloyd boats run to **Oboti**, and passengers have to tranship there. Fair-sized sailing-boats engaged in the timber trade go up and down to Oboti.

## GEOLOGY

The area may be divided into two main divisions :—(1) in the E., a portion of the great triangle, consisting mainly of Archaean and metamorphic rocks, which has its base upon the Aegean coast and its apex in the north of Serbia ; (2) in the W., part of the folded belt which extends along the whole eastern coast of the Adriatic.

The folding of the western belt affects the margin of the older triangle, but otherwise the latter area is mainly one of faulting, not of folding. Gneisses and schists are characteristic. The gneiss has its principal extent in the south, where it forms the bulk of the **Rhodope**, **Perin**, and **Rila** mountains east of the Struma, and the **Malek**, **Bjelašica**, and other ranges between the Struma and the

Vardar, while there is also a large area of it north of Üsküb (Skoplje) and also S. of the **Vardar** from this point, extending southward in a belt by way of Kirchevo, of which the greatest width is measured by the distance between **Monastir**, which lies on its eastern margin, and the **Black Drin** below Lake Ochrida. SE. of Lake **Prespa** the same belt narrowing, extends far into Greece. To the east of this line, and especially on either side of the Gulf of **Salonica** (except along its shores), there are large areas of schists, but these rocks reach their greatest extent in the region about **Tetovo**, W. of Üsküb, and north of the upper **Morava** between the Ibar on the west and the head-waters of the **Struma** and **Vlasina** on the east, whence they extend northward to the neighbourhood of **Kragujevac**.

There are large areas of granitoid and trachytic rocks, especially in the south, e.g. on either side of the **Bregalnica** tributary of the Vardar, east and west of the Vardar itself to the south of **Gevgeli**, and in the **Rila** and **Perin** mountains. Great volcanic outbreaks occurred in the area in the Tertiary period.

The principal area of sedimentary rocks within the triangle is defined roughly by the **Moglena** mountains in the south and by the latitude of  $42^{\circ}$  N. in the north, and extends from a point a little above Skoplje down the Vardar beyond Negotin. Farther east, in the region of the Bjelašica, Perin, and Rila mountains, the older sedimentary rocks are practically absent, and the earliest sedimentary deposits are of Tertiary age, and lie flat upon the crystalline rocks. Quaternary and recent alluvial rocks form the plains of the lower **Struma** (above its mouth) and **Strumitsa**, at the head of the Gulf of **Salonica** (Vardar mouth, &c.), the plain of **Monastir** (Bitolj), the lowlands N. and S. of Lakes **Prespa** and **Ochrida**, and the plains of Üsküb and Kosovo, and occur elsewhere in smaller areas; there is also a considerable extent of alluvium along most of the **Morava** valley from Leskovac northward. These more open parts of the valleys of the greater rivers, however, are interrupted, as will be gathered from description elsewhere, by the gorges through which the rivers pass in various parts of their courses.

The predominant schists are bounded on the N. — that is, roughly, N. of a line between **Novi Bazar** and **Nish** — by a complex of various formations among which not only cretaceous but also carboniferous rocks are prominent.

The western folded belt is pre-eminently a cretaceous region. In the north it is backed, inland from the Adriatic, by a deep belt in which the Trias, Jurassic, and carboniferous strata are prominent.

This belt, towards its south-eastern end, throws off branches in the form of a two-pronged fork. The prongs, broadly speaking, enclose the basin of the **Lim** (itself mainly cretaceous), and the more northerly of the two represents the complex mentioned above as bounding the schists on the NW. The southern prong extends to, and crosses, the upper waters of the Lim. The Trias reappears along a belt W. and NW. of Lake **Scutari**, reaching the coast to the S. of the **Bocche di Cattaro**, and also E. and SE. of it. Here, in the complicated district of the lower **Drin**, not only triassic but also permo-carboniferous and eocene rocks appear. Plutonic rocks, chiefly porphyries, are found in patches W. of Lake Scutari and in the southern prong of the fork described above. Similarly, ophiolitic rocks and diabase occur in patches and narrow belts, crossing and extending S. of the lower Drin, below the confluence of the White and Black Drin. Such rocks also appear S. of Koritza, in the **Grammos** and adjoining ranges.

In the west there is no great extent of sedimentary rocks more recent than the cretaceous. Eocene rocks, in addition to those already mentioned, extend along the coast on either side of the mouth of the Bocche di Cattaro. They reappear between **Antivari** and **Dulcigno**. Here also is found the *flysch* formation, 'composed mainly of sandstones, soft marls and sandy shales', which is again seen NW. of **Elbasan**, and much more extensively farther south. A belt of *flysch* runs SSE. from near **Berat** to the upper **Voyusa** valley, and there is a wider belt of it E. of this in the **Grammos** ranges and farther south. To the west, towards the coast, there are other belts of *flysch*. Miocene rocks border the cretaceous and appear between them and the quaternary and alluvial deposits of the maritime plains of the **Shkumbi**, **Semeni**, and **Voyusa**. These most recent deposits are characteristic of the coastal lowlands farther north, and inland round the east and north shores of Lake Scutari, and in the upper basin of the White Drin to the east of Ipek, Jakova, and Prizrend, where again the bordering miocene rocks also appear.

#### CLIMATE

The nature and relations of the main influences controlling the climates of the Balkan peninsula have been shortly described in the *Handbook of the River Danube* (p. 22). In the region of Albania, Montenegro, and Serbia the Mediterranean influence is dominant, its power diminishing eastward and north-eastward from the Adriatic coast and giving place to conditions of a more continental type. The rate

and manner at which the transition takes place depends chiefly upon two modifying factors: (a) the existence of a permanent trough of relatively low barometric pressure along the line of the Adriatic, and (b) the relief of the land. The effect of the former is to strengthen the westerly component of the winds along the southern part of the coast, making air-currents of moderate temperature and high humidity advance inland with greater persistence than farther north, where a tendency to off-shore movement is more frequently observed: this produces a marked climatic contrast to the Italian coast opposite, where the conditions are reversed on the other side of the low-pressure area. The extent of actual penetration of the moist temperate current from the sea depends upon the height and continuity of the mountain barrier: a condition somewhat resembling that of the British Isles, where oceanic conditions are intensified on the west sides of mountains and continental conditions anticipated on the east. The warm, moist south and south-east wind along the coast is often known as *Scirocco*, but this wind must not be confused with the dry hot scirocco of southern Spain and Italy, being merely the characteristic wind of the east side of the Adriatic depression. The off-shore winds most frequent in the north are movements of air from the interior highland, and the compression due to descending motion causes warming and drying, although the latter effect is more apparent than the former, since the temperature remains relatively low. This is the *Bora*, characteristic of the Istrian and Dalmatian coasts.

The distribution of mean temperature and rainfall is fairly well shown in Tables I and II, which contain figures of considerable practical value, but it is to be remarked that the number of observing stations is comparatively small. Temperature falls with increase of elevation at the rate of about  $1^{\circ}$  F. in 180 ft., hence much of the precipitation in the mountains occurs in the form of snow—and it is to be noted that a small ‘rainfall’ may be equivalent to snowfall of considerable depth. In the Albanian highlands, for example, the winter is said to last five or six months; snow is rare in the lowlands, even on the inland plain of Monastir, but it covers all the higher mountain ranges till March or April, and knee-deep drifts in the passes have been reported even in May. The variations in the seasonal distribution of rainfall from the winter maximum of the Mediterranean type to the maximum in spring and early summer of the continental type may be gathered from the tables.

The climate is on the whole healthy, the chief danger arising from fever in the marshy districts of the coasts and lowlands.

TABLE I  
MEAN MONTHLY AND ANNUAL TEMPERATURE. ° F.

| Station.   | Lat. |    | Long. | Height<br>above<br>sea-<br>level.<br>feet. | Jan.  | Feb. | Mar. | Apr. | May. | June. | July. | Aug. | Sept. | Oct. | Nov. | Dec. | Year. |
|------------|------|----|-------|--|-------|------|------|------|------|-------|-------|------|-------|------|------|------|-------|
|            | N.   | '  |       |  |       |      |      |      |      |       |       |      |       |      |      |      |       |
| Ragusa     | 42   | 38 | 18    | 7  | 47.7  | 48.9 | 51.6 | 57.4 | 64.6 | 71.9  | 77.0  | 76.6 | 72.1  | 65.1 | 56.1 | 50.4 | 61.7  |
| Cetinje    | 42   | 24 | 18    | 55   | 28.9  | 33.8 | 41.0 | 50.5 | 60.1 | 66.7  | 71.6  | 70.3 | 62.6  | 53.4 | 42.1 | 34.0 | 51.3  |
| Scutari    | 42   | 3  | 19    | 30   | 33    | 42.4 | 49.3 | 57.2 | 65.5 | 72.3  | 77.9  | 77.4 | 69.6  | 60.8 | 50.5 | 43.9 | 58.8  |
| Valona     | 40   | 29 | 19    | 30   | 33    | 49.6 | 53.4 | 59.4 | 65.8 | 73.0  | 77.0  | 76.5 | 72.0  | 65.1 | 56.5 | 50.7 | 62.2  |
| Sarajevo   | 43   | 52 | 18    | 26   | 27.3  | 31.1 | 39.2 | 49.1 | 57.0 | 63.0  | 66.9  | 66.2 | 59.7  | 51.1 | 39.6 | 30.0 | 48.4  |
| Mostar     | 43   | 20 | 17    | 40   | 41.7  | 43.9 | 49.5 | 57.2 | 65.1 | 73.0  | 78.3  | 78.1 | 70.7  | 61.0 | 50.5 | 43.3 | 59.4  |
| Prijepolje | 43   | 23 | 19    | 40   | 1,476 | 32.9 | 41.2 | 51.3 | 59.2 | 64.6  | 67.6  | 66.7 | 60.1  | 51.4 | 40.5 | 31.5 | 49.7  |
| Kragujevac | 44   | 1  | 20    | 54   | 28.8  | 33.3 | 42.1 | 51.1 | 60.4 | 65.8  | 70.2  | 68.7 | 61.7  | 54.0 | 41.9 | 33.6 | 50.9  |
| Vranja     | 42   | 33 | 21    | 54   | 28.0  | 33.1 | 42.4 | 51.4 | 60.6 | 65.7  | 70.5  | 70.0 | 63.3  | 54.9 | 41.9 | 33.3 | 51.3  |
| Usküb      | 42   | 0  | 21    | 26   | 29.5  | 34.2 | 45.1 | 53.2 | 62.1 | 68.7  | 73.8  | 72.1 | 66.4  | 57.0 | 43.0 | 34.0 | 53.3  |
| Monastir   | 41   | 1  | 21    | 23   | 30.2  | 37.4 | 45.5 | 52.2 | 60.6 | 67.1  | 72.0  | 71.1 | 65.3  | 55.8 | 45.1 | 35.4 | 53.1  |
| Corfu      | 39   | 38 | 19    | 33   | 50.4  | 51.1 | 53.2 | 59.7 | 66.4 | 73.6  | 78.4  | 78.6 | 74.3  | 67.8 | 59.4 | 53.4 | 63.9  |

TABLE II  
MEAN MONTHLY AND ANNUAL RAINFALL  
INCHES

| Station. | Lat. |    | Long. |    | Height<br>above<br>sea-<br>level. | Jan.  | Feb.  | Mar.  | Apr.  | May.  | June. | July. | Aug. | Sept. | Oct.  | Nov.  | Dec.  | Year.  |
|----------|------|----|-------|----|-----------------------------------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|-------|--------|
|          | N.   | °  | E.    | °  |                                   | feet. |       |       |       |       |       |       |      |       |       |       |       |        |
| Ragusa   | 42   | 38 | 18    | 7  | 49                                | 6-97  | 4-80  | 5-39  | 4-92  | 3-31  | 2-52  | 1-42  | 2-76 | 3-82  | 7-48  | 8-07  | 7-60  | 59-06  |
| Crkvice  | 42   | 34 | 18    | 38 | 3,600                             | 18-74 | 18-54 | 19-57 | 18-07 | 10-91 | 6-18  | 2-60  | 2-68 | 9-61  | 22-24 | 26-89 | 26-73 | 182-76 |
| Scutari  | 42   | 3  | 19    | 30 | 33                                | 4-65  | 5-98  | 6-61  | 4-96  | 3-27  | 2-09  | 1-54  | 1-02 | 3-46  | 7-40  | 8-46  | 6-22  | 55-66  |
| Valona   | 40   | 54 | 19    | 29 | 33                                | 3-98  | 3-42  | 4-13  | 2-13  | 1-57  | 1-77  | 0-51  | 1-89 | 3-54  | 6-10  | 7-95  | 5-87  | 42-86  |
| Sarajevo | 43   | 52 | 18    | 26 | 1,837                             | 2-32  | 2-20  | 3-03  | 2-32  | 2-72  | 3-07  | 2-32  | 2-48 | 2-83  | 4-02  | 3-03  | 2-79  | 33-13  |
| Mostar   | 43   | 20 | 17    | 40 | 197                               | 3-82  | 3-43  | 5-00  | 5-87  | 3-46  | 2-95  | 1-93  | 1-65 | 3-94  | 6-69  | 5-08  | 4-80  | 48-62  |
| Plevlje  | 43   | 21 | 19    | 21 | 2,526                             | 1-93  | 1-93  | 2-36  | 2-44  | 2-76  | 3-62  | 2-44  | 1-89 | 2-44  | 3-54  | 2-48  | 2-52  | 30-35  |
| Ušakub   | 42   | 0  | 21    | 26 | 804                               | 1-42  | 1-10  | 0-79  | 1-69  | 2-28  | 2-24  | 1-46  | 1-46 | 1-18  | 2-09  | 1-50  | 1-97  | 19-18  |
| Monastir | 41   | 1  | 21    | 23 | 2,034                             | 1-93  | 2-64  | 1-97  | 2-48  | 2-87  | 2-76  | 1-81  | 1-77 | 1-38  | 3-39  | 2-99  | 2-60  | 28-59  |
| Corfu.   | 39   | 38 | 19    | 33 | 98                                | 6-26  | 5-94  | 4-33  | 2-99  | 2-13  | 0-87  | 0-20  | 0-91 | 3-54  | 6-34  | 8-50  | 9-72  | 51-73  |



## PHYSICAL CONDITIONS

### VEGETATION

Along the Dinaric coast the Mediterranean flora winds like a wreath along the foot of the mountains and into those valleys which are influenced by the maritime climate, where its special characteristics are gradually lost. In middle Albania, between the Mat and Drynos valleys, the intersection of two distinct botanical regions—the Dalmatia-Montenegrin or Illyrian to the north and the Hellenic towards the south—is clearly apparent.

Passing from the sea to the interior of the country it is found that the characteristic Mediterranean plants successively disappear. The olive, for example, is found as far inland as points near Tirana and Elbasan, and to the south of Yanina. The cork oak, another of the evergreen plants, which prefers a dry soil and is not found in the moist coastal lowlands, climbs, in southern Albania to an altitude of 1,200 metres, higher, that is to say, than any of the other Mediterranean evergreens.

The vine, cultivated freely and without support (according to Albanian custom), occurs in the valley of the Shkumbi as far as Elbasan and about Tirana, Alessio, and the lower slopes of the Scutari basin. It is well cultivated round Valona and Prevesa, and it interlaces itself among the woods of the Tomor and along the well-watered slopes of the mountains as far as the slopes of the Acroceraunian heights, thus coinciding in distribution with the cork oak. The wild vine flourishes along the cretaceous heights of northern Albania, near the Proni That, and to the north-east of Scutari; on the slopes between Premeti and Argyrokastro and, in general, on all the medium heights of southern Albania.

The lower plains and depressions are fairly rich in fruit of all kinds. The pomegranate, the red and variegated apple, and the fig are widely spread over all southern Albania; the carob-tree descends from Epirus and is established in the centre of the country; the almond and the hazel-tree advance as far as the plains farther inland. Maize, the cereal most cultivated by the Albanians, is found chiefly in the maritime zone, the lower plains, and along the middle slopes.

To the Mediterranean flora belongs the *macchia*, a kind of bush vegetation, which grows in thickets and perhaps represents the remnant of the forests which once covered the whole of the Mediterranean shores; though, more probably, it is the natural accompaniment of the climate and the cretaceous soil. The *macchia* consists of shrubs such as cork, oak, myrtle, laurel, wild olive, pistachio, wild pear, juniper, and arbutus.

Towards the interior of the country the Mediterranean flora fails in the continental climate and at the higher altitudes. On the upper slopes the forest type is strongly marked, and at intermediate levels it dominates the landscape. Here the zones of the Illyrian flora and the Hellenic flora merge into that of the forest. Where the cretaceous formation predominates, as on the North Albanian mountains and in Montenegro, pines, firs, and beeches are characteristic; and where schists and serpentine are prevalent beeches and firs grow particularly well. The chestnut, a product of schistose soils, is exceptionally found in the mountain woods; it belongs, in northern Albania, to the lower botanical region. The region of the mountain woods is, therefore, essentially composed of conifers and cupulifers. Beyond an average altitude of 1,600 metres only conifers are found. Cultivation sometimes extends to the edges of the mountain woods; thus fields of corn and maize are found up to 1,200 metres to the south of Yanina.

The flora of the characteristic depressions of the calcareous region known as *doline* belongs to the zone of the vegetation of the mountain woods. These *doline* are not found below an altitude of 1,000 metres; they occur frequently on the Acroceraunian mountains, in southern Albania, between the Semeni river and the districts of Tepeleni and Argyrokastro, where they are known by the Greek name of *katavothra*. They sometimes reach the upper edge of the Mediterranean vegetation and are cultivated with maize, rye, corn, and sometimes rice. Their red earth is very fertile.

Above the limits of the mountain woods is the region of the northern alpine flora. This extends as far south as Central Albania, where, at an altitude of 1,650 metres, it is represented by meadows of saxifrage, gentian, and various lilies.

Both the drought of summer and the cold and wet winter season mark periods of 'rest' for the Mediterranean vegetation generally, although in winter the vegetation may continue to flourish in some parts of the maritime zone, in the lowlands and other specially favoured localities. The carob-trees and leguminous plants flower in November; the rosemary and oleander in January and February. The flowering of various species and individual plants varies between these months according to the latitude. The leaves of the Mediterranean vegetation begin to sprout in March: in this month and in April the Mediterranean vegetation reaches the height of its spring exuberance, but it quickly declines or dries up at the approach of summer.

Considered in relation to the distribution of the soils, the flora of the western region may be divided into the following main types:

(a) Vegetation of the cretaceous zone. The summits of the heights are rocky and bare of vegetation. Bushy vegetation and meadowlands mark the line of transition towards the middle slopes, which are clothed with the rich vegetation of the conifers of the mountain woods.

(b) Vegetation of the *flysch* and of the hilly tertiary formation. On the lower slopes cereals and maize are cultivated; also black and white mulberry-trees and fruit-trees. Large plantations of olive-trees are found in the environs of Valona, extending towards Kroya, Scutari, Elbasan, and into southern Albania: on the heights behind are thickets of *macchia*. In general the cultivation of the *flysch* would be capable of extension, especially along the latitudinal valleys of southern Albania, if it were not for the north-west wind which prevails there for six or eight months of the year. The *flysch* areas are rich in pasture land, and many cattle are raised.

(c) Vegetation of the alluvial lands. This embraces the basins, inland plains, and river deltas, which are distinguished for their strong arable soil. These regions include the most thickly populated areas. Well-watered meadows and cultivated land alternate according to the extent and periodicity of the inundations. The mild winter climate of the inland plains renders it possible for the Mediterranean vegetation to reach the high valleys. Thus wheat, flourishing fields of maize, vineyards, and mulberry plantations are found, for example, in the basin of the White Drin, and the same characteristics of vegetation are found in the depressions of Jakova and Prizrend.

In the low alluvial coastal districts, cultivation, owing to the marshy soil and the danger of malaria, is limited to the edge of the drier soil: here wheat, oats, hay, maize, and also some rice are cultivated. The scanty population of these districts makes the exhaustion of the soil unlikely.

Among plants of industrial importance may be mentioned sumac, which grows in the Scutari basin, near Alessio and Durazzo, and in the Mirdite country; tobacco and flax, cultivated in the Scutari basin; the *scodono* plant, cultivated in Zadrima and used for dyeing; the *Quercus valonia*, which produces acorns used in the tanning of skins; the maple, box-tree, and *Rhus cotinus* (yellow-wood), particularly common in the south of the region.

Firs and male oak furnish excellent material for boat-building; the *macchia* supplies good firewood. The margins of the lakes of Yanina and Lapsista furnish excellent peat. The limestone region is devoid of fuel at the higher elevations.

East of the Mediterranean region the vegetation changes as the climate approximates more nearly to the continental type, and also in sympathy with changes of soil. In Serbia, though the country

is still in many parts under forest, much clearing has taken place in recent times. The chief trees of Serbia are oak, beech, copper beech, elm, ash, birch, lime, maple, and pine. There are also woods of nut and mulberry trees, silver poplar, acacia, wild apple, pear, cherry, and plum trees. Lilac, blackthorn and whitethorn, overgrown with wild vine, hops, and woodbine, and wild strawberry, bilberry, and blackberry bushes grow along the roads or in the clearings of the woods.

The oak is the commonest tree on the plains; copper beech on the mountains in the Ipek district, on the right bank of the Ibar and the Drin. In Podrinje, and especially in the Timok valley, nut-trees are found in great quantities. Many are also found in Knjaževac District, but the best specimens are to be found in Valjevo. The oak attains its greatest development in the Morava and Kolubara valleys. It grows there on the slopes exposed to the east and south wind, and is particularly suitable for building-wood and staves. Red oak is more suitable for furniture, owing to the ease with which it is worked, than the Slavonic oak, which is nevertheless exported to western Europe in considerable quantities. The most extensive woods are in the Rudnik district, where the oak is the chief tree on the slopes, and the beech on the summits. The woods of Kolubara are less extensive than those of Rudnik or Podrinje, but the oak grows there superbly, the red oak predominating.

The great forests of the Majdanpek district stretch about 80 km. along the Danube, as far as Brza Palanka. The ash predominates. Extensive pine-woods are found in the divisions of Užice, Čačak, and Kruševac.

The meadow flora is that characteristic of Central Europe generally. Grass is cut for hay usually at the beginning of July, and again in September. There is a fair amount of rather primitive cultivation of such fruit as nuts, apples, pears, apricots, and cherries, but the principal fruit is the plum, which is of excellent quality and widely grown—near Kruševac, for example, there are whole woods of plum-trees. Viticulture has made progress, and the wine of Negotin and the grapes of Smederevo have an old-established local reputation. Water-melons are commonly grown and much eaten. The principal grain-crops are maize, wheat, barley, oats, and rye, the first being the most important. The chief vegetables grown are beans, cabbage, onions, and garlic. Beans are especially used in times of fasting. Cabbage is eaten everywhere and is pickled in the autumn in vinegar. Onions and garlic are favourite foods among the Serbians. Potatoes are so little cultivated that they are imported from Hungary. Every peasant grows *paprika*, or Turkish pepper, a long-stalked plant like a bean.

## CHAPTER II

### PEOPLES AND TERRITORIES

Ethnology and Cultural Conditions—Historical Notes—Population—Political and Economic Geography.

#### ETHNOLOGY AND CULTURAL CONDITIONS

##### SERBIA

THE Serbians north of Aleksinac are a homogeneous race, but less pure than those of the south, where the physical type is distinct. But in Central and Southern Serbia, for various reasons, the physical characteristics of the inhabitants tend to vary considerably from the true type of the Slavonic **Serbo-Croatians** (see *Danube Handbook*, p. 40). Intrusive **Albanians** have penetrated far into Serbian territory, especially in the **Kosovo** district, and much ethnological confusion in Southern and Macedonian Serbia is due to the very mixed population, which includes not only Albanians, but also Vlachs, Bulgars, Greeks, and Turks, with the result that here the Slav type is greatly obscured, even among those speaking the Slavonic tongue. Stature and head-form vary considerably as the outcome of the admixture of racial types. The various racial elements may locally be differentiated to some extent, but intermarriage between the ethnic groups renders almost impossible any attempt to classify the inhabitants into definite physical divisions. Language, moreover, is no sure test, since it does not necessarily conform with physical type. In general there is observable throughout the region the characteristic Balkan disparity in stature between males and females, which is due to the stunted growth of the women, who from an early age are subjected to very hard work, involving constant toil, the carrying of heavy burdens, and exposure. Broadly speaking the Serb type (of males) is tall, the Bulgar shorter; the Albanians are exceptionally muscular and bony.

In the **Slavonic districts** (cf. *Danube Handbook*, p. 52), the culture is mainly such as has already been described. The peasants are almost entirely given up to agricultural and pastoral pursuits. The chief domesticated animals raised are pigs, which supply the principal meat diet of the rural districts, and sheep, which, in addition to furnishing meat and wool, also supply milk for the making of ewe-cheese, which is an important article of food. Cattle and goats are also reared. Hand-loom weaving and embroidery are still

practised with very great skill, the designs varying with the districts, but many of the home industries are now dying out as a result of the increase in town manufactures and imported goods. A system of tribal exogamy still persists to a great extent in the mountains. In the more remote districts, which are not reached by urban influence, money is of relatively small importance, as the farms are largely self-supporting as regards food-supply and exports have as yet been little developed. In **Southern and Macedonian Serbia** the effect of non-Serb elements upon the culture is very marked. The population is largely of Bulgarian origin and many of the characteristics of this people are observable (see *Danube Handbook*, p. 50), while in the west Albanian culture prevails, and elsewhere the Greek and Vlach influences are manifest. The recent domination of the Turk, too, has left its mark upon the people. As in the rest of Serbia, the population is principally rural, and the life of the people of the uplands is concerned with agricultural and pastoral occupations. Very primitive cultural conditions still prevail and superstitious beliefs and practices abound. There is nowadays, however, a tendency towards increased concentration in the larger towns, where life is very much modified, where education is becoming organized by the State, and where general progress is being effected by the introduction of Western ideas and practices. Most of the peoples of Southern Serbia belong nominally to the Greek or Bulgarian Orthodox Church, but there are many followers of Islam, while the influence of the Bulgarian Uniate Church is also considerable, and is associated with strong traces of a Bulgarian linguistic element in the local dialect.

### MONTENEGRO

The **Montenegrins** are physically of the **Southern Slav** type, very broad-headed and dark-haired, like the rest of the **Serbo-Croatians**, to which they belong. The men are exceedingly tall, strong, active, and handsome, with erect, soldierly bearing, befitting a people whose men-folk are by long tradition essentially fighters. The women of the upper class are also strikingly handsome; but among the peasantry, as elsewhere in the Balkans, they lose any good looks early in life and are stunted in growth owing to their life of constant drudgery and continuous hard work in the fields and at home. The rugged mountainous character of the country has very largely protected the Montenegrins from encroachments by alien peoples, and the purity of racial type has thus in great measure been maintained.

The **Montenegrians**, owing to their comparative isolation and to their determined opposition to all intrusion, have retained many of the primitive features of their early culture and have only recently made advances toward a higher civilization, though rapid strides are now being made. Proud and brave, the men have maintained their fighting qualities and ambitions, which are correlated with a pronounced distaste for manual labour. The latter for the most part falls to the lot of the women, who perform the bulk of the agricultural and other heavy work. Agriculture and cattle-raising are the principal occupations, but the methods employed are still very primitive and unscientific. Very few manufactures have as yet been initiated. Peasant proprietorship of small holdings seems to prevail. The communal *zadruga* system of co-operative groups which formerly obtained here, as elsewhere in the Slav States, has almost died out. Towns are few and the villages are mostly small. The houses are usually of stone, though in the eastern districts wooden houses are common. Among the pastoral people the ground-floor of the houses is given up to the cattle, the family occupying the upper floor. The diet consists chiefly of rye, maize, cheese, potatoes, and salted fish. Meat is not very largely eaten. The national costume of the men is elaborate and picturesque; the small round cap, worked in red and black, which is commonly worn, is symbolic of mourning over defeat by the Turks at the battle of Kosovo in 1389. The old tribal system, which resembled that still largely persisting in Albania, has practically ceased now to play an important part in the social organization, owing to the centralization of authority under a reigning prince. Remains of the old vendetta system may still be discerned, but the blood-feud is rapidly disappearing and it has already ceased to dominate the whole life and social structure of the people. The Greek Orthodox religion prevails, but Mohammedans are fairly numerous; Roman Catholicism has comparatively few adherents. Much of the old-time superstition remains and is difficult to eradicate from a people retarded by illiteracy and ignorance. Education has, however, made very great strides of late and modernizing tendencies and doctrines are steadily gaining ground. The people in general have a reputation for honesty, sexual morality, and hospitality. They are, as a rule, somewhat suspicious and disdainful of strangers, but if approached with tact and frankness, they show themselves capable of being both friendly and loyal.

## ALBANIA

The **Albanians**, who are called **Arnauts** by the Turks and **Skipetars** (or **Skipetars**) by themselves, are very ancient and quasi-indigenous inhabitants of south-east Europe. They are usually regarded as descendants from the ancient **Illyrians**. Physically, they show, nowadays, a close relationship to **Serbo-Croats** (Southern Slavs), with whom they have long been in contact. They are a tall, broad-headed, and broad-faced people, with square foreheads and usually aquiline noses. The broad- or round-headedness is very extreme in the north, especially in the neighbourhood of **Scutari**, where it is remarkably accentuated. Though usually brunet, a blond type is by no means infrequent. These characteristic physical features are less marked in the eastern and southern districts, where foreign admixture has largely modified the type. The country is divided into a northern and a southern section, **Ghegaria** and **Toskeria** respectively, the indigenous inhabitants of which are known as **Ghegs** and **Tosks**, the former being, perhaps, the more distinctively representative of the Illyrian ancestors. The river **Shkumbi** forms the boundary line between the two sections, and the ancient Roman road, the *Via Egnatia*, follows this natural frontier and was said by Strabo to separate the Illyrians from the Epirots.

In addition to the indigenous Albanians, there are in Albania a number of other racial elements in the population, especially Serbs (in the northern districts), Vlachs or Roumanians (Pindus Range), Bulgars (L. Ochrida district), Greeks (Epirus or southern district), and Turks (south-east district chiefly), also a few Gipsies and Jews. Numerous Slavonic place-names give evidence of a former more extensive occupation of the country by Slavonic Serbs. In the **Mirdite** country, however, the place-names are consistently Albanian and point to this mountainous region having escaped invasion. The Albanians have themselves spread far into Serbia in recent times and have established settlements in Southern Italy, while in Greece the influence of their characteristic physical traits is very strongly marked.

The typical **Skipetars**, as represented by the **Malisors** (Highlanders) of Northern Albania, are pre-eminently dwellers in mountainous districts, and the comparative inaccessibility of their villages has kept them much secluded from the outside world, and has caused them to be relatively little influenced by the encroachments of alien civilizations. Until recently, but little was known of their



mode of life and ideas. They have studiously resented foreign intrusion, and although they have from time to time come more or less into contact with Serbs, Montenegrins, Bulgars, and Greeks, and were until recently under Turkish dominion, their antipathy to alien peoples has persisted unaffected and they have remained anti-Slav and anti-Turk, and have resisted all attempts to foist upon them government by people of alien extraction. Their antagonism to outside influences, their internal tribal segregation, and their persistent retention of the vendetta or blood-feud, have tended to perpetuate the fierce and warlike qualities and the lawless and predatory habits of these hardy and fearless mountaineers. To the new-comer they appear haughty, morose, and suspicious. Isolation and exclusiveness have caused to persist unaltered many primitive features in their mode of life, social organization, and beliefs, which remain as survivals from the rudimentary ideas and practices of their ancestors. Their language remains distinct and has been but little Slavonized or otherwise modified, except by some Turkish influence. The domestic occupations are chiefly pastoral and agricultural, the methods employed being exceedingly primitive and unprogressive. Home industries still provide most of the necessities of life, and trade is not yet much advanced. Ignorance and illiteracy prevail in the mountains and organized education has made little progress, but, on the other hand, the Ghegs are trustworthy and loyal friends to those who win their confidence and they make excellent soldiers when well led. Travellers among the mountain tribes should provide themselves with acceptable introductions to the tribal and village headmen, the necessary credentials ensuring hospitable reception and friendly treatment.

The division of the people into semi-independent clans has been maintained in Northern Albania, the Ghegs being split up into a number of distinct tribal groups, such as the powerful and very independent **Mirdite** clan in the mountain fastnesses to the south-east of Scutari; the **Klementi**, **Hoti**, **Kastrati**; the **Pulti**, **Shala**, and **Shoshi** to the north-east of Scutari; the **Dukajini**, east of Scutari; the **Dibra** of the Upper Drin, who have a reputation for lawlessness and brigandage; the **Mati** of the Upper Mat valley, &c. The blood-feud (*jak*) has always been the chief curse of the Albanian social system, and has persisted particularly among the Gheg mountain tribes, whose control by government has been difficult or impossible. The killing not only of a relative but also of a guest must be avenged by kinsman or host, and *jak* reciprocating murders run on in an

unending series. Nowadays money-payments to the family of the victim are being increasingly accepted as compensation, and the *jak* is becoming less severe in its operations. Women, although they are drudges and are kept in great subjection, are usually exempt from the blood-feud, and can travel about freely without fear of becoming victims of the *jak*. Wives are usually obtained by purchase, and dowries are not essential. There is a system of exogamous groups, and a man is not permitted to marry within his group, though he need not seek a wife from another tribe. Betrothal of infants and even pre-natal betrothals are not uncommon. Cousins may not marry. Religious belief is at a somewhat low ebb and is very much dominated by superstition. Moham-medanism is common among the Ghegs, who nominally are members of the Sunni (Orthodox) sect. Many tribes, e. g. the Mirdites, are Roman Catholic, and even among Moslem Albanians there are observable traces of a former Christianity. The Moslem women in many districts go unveiled, while, curiously enough, in Scutari the Roman Catholic women are not uncommonly veiled and secluded after the strict Moslem fashion. Gheg men usually wear close-fitting trousers of native cloth, and a short jacket which is often richly embroidered. This costume distinguishes them from the Tosks of the south.

The **Tosks**, or Southern (Epirote) Albanians, differ from the Ghegs of the northern area in many points of culture, although in the more secluded mountains and valleys the divergence is less marked. The Tosk dialect is distinct from that of the Ghegs. Their culture in general has been much modified through contact and even intermarriage with the Greeks and Vlachs. There is a traditional distrust and antagonism between Tosks and Ghegs. The former are a less reserved and a more vivacious people than the latter, and have gone farther in the development of agricultural and commercial pursuits. Their houses are strikingly clean. The women are better treated and less despised than in the north. The strict tribal system has almost died out, and with it the *jak* or blood-feud, though these persist still to some extent in the mountainous districts. Greek men have largely adopted the deep, white linen kilt of the Tosks. The Moslems of the south are usually of the heterodox **Bektashi** sect; Christians mostly profess the Greek Orthodox religion. The principal tribal divisions which have been retained by the Southern Albanians are: (1) the **Tosks** (the name is applied to a special local group as well as to the generalized Southern Albanians) in the region lying between the Shkumbi and Voyusa (Viosa) rivers; (2) the **Liabs** (or Liaps) of Liaberia to the

south of the Voyusa ; (3) the **Chams** (or Chiams) still farther south. These larger sections are subdivided into numerous smaller groups or sub-tribes.

Fuller details of the clans are given in Section III of this volume.

#### HISTORICAL NOTES, POPULATION, POLITICAL AND ECONOMIC GEOGRAPHY

##### SERBIA

##### *History*

The kingdom of Serbia is hardly more than a century old. There was indeed a Serbian kingdom in the Middle Ages, which was founded in the twelfth century, and increased steadily in strength and size, till it reached its highest point in the reign of Stephen Dushan (1336-56). The heart of Stephen's kingdom was that group of upland plains—Kosovo, Metoya, and Ūsküb—which includes what was called 'Old Serbia' till 1913. The town of Ūsküb was his capital, and his direct rule embraced all and more than the present united areas of Serbia and Montenegro, while he exercised a suzerainty over Bulgaria and the rest of the Balkans up to the gates of Constantinople. Serbia in the fourteenth century seemed to have the same assured future as England, France, and the other national states of Western Europe which were consolidating themselves during the same period. But the development of Serbia was cut short by the Turkish conquest, and remained arrested for over four centuries (1386-1804) under the Turkish yoke. Those four centuries, during which the Serbian nation lay crushed and found its energies exhausted by the mere effort to maintain its existence, account for any backwardness of the Serbian national state at the present time in comparison with the nations of Western Europe.

In 1800 the Austrian and Ottoman frontiers marched with one another continuously from the Iron Gates up the courses of the Danube and the Save, and there were still no independent Serbs to be found except the little warrior community in the Black Mountain (see section on *Montenegro* below). But in 1804 the population of what is now Northern Serbia started a rebellion against its Turkish masters, and kept up the struggle intermittently for a dozen years, till the Ottoman Government was forced to acknowledge its autonomy in 1817. The liberties of this autonomous principality were steadily confirmed and increased till the outbreak of the Turko-Serbian War in 1876 and the Russo-Turkish

War in 1877. Thereafter Serbia received further important benefits from the International Conference which met at Berlin in 1878 to settle the terms of peace. She became a sovereign and independent kingdom, and she obtained a considerable territorial addition to the east. On the other hand, at least two-thirds of the Serbian race and the Serbian country remained under foreign rule. 'Old Serbia' itself, the historical centre of the nation, as well as Macedonia, was left to the Ottoman Empire, and Austria-Hungary also insisted on saving for the Turks the Sanjak of Novi Bazar, in order to keep Serbia isolated from Montenegro, and to maintain a direct territorial continuity between the Hapsburg and Ottoman dominions. At the same time, the natural expansion of the Serbian state was cut short even more cruelly on the other flank; for the Conference gave Austria-Hungary a free hand to occupy and administer the Turkish provinces of Bosnia and Herzegovina, which lie immediately west of Serbia and Montenegro, and are inhabited principally by Serbs. It was plain from the beginning that the Hapsburg Monarchy would never relinquish these occupied provinces (for whose liberty Serbia had fought Turkey in 1876) unless she were compelled to do so by force.

There were no territorial changes in this part of the Balkans between the Settlement of Berlin and the outbreak of the first Balkan War in the autumn of 1912. But a series of political and diplomatic 'incidents' gravely increased the estrangement between the Hapsburg Monarchy and the Serbian people—an estrangement which reached its acutest point over the question of Albania in 1913. By the two Balkan Wars Serbia acquired the remainder of her present territory, and these recent acquisitions are practically equal in extent and population to the territory she possessed before. In fact, Serbia doubled her size in a single year, and this makes it peculiarly difficult to give accurate statistics of her present capacities and resources, for the previous Ottoman censuses and surveys were of the most perfunctory kind, and during the year of peace between August 1913 and August 1914 the Serbian Government had no time to take careful stock of its new possessions. The estimates given below are therefore of the roughest.

### *Population*

The population of Serbia in its present extent is (or was before the war) something over four millions; but these four millions are by no means homogeneous; for while as many as 90 per cent. are probably Slavs, certainly not more than 75 per cent.

are Serbs, if one means by a Serb a man inspired by Serbian national feeling, whose will is to be a citizen of the Serbian state. In Serbia there are between three and three and a half million of such genuine Serbs—people who speak the Serbian language and belong to the Serbian branch of the Orthodox Greek Church. The alien 25 per cent.—slightly more than a million—is made up of the following elements :

(a) **Vlachs** (about 200,000), who live in the district of Negotin where Serbia and Roumania march with one another along a short stretch of the Danube below the Iron Gates. These Roumans are loyal, though not enthusiastic, citizens of the Serbian kingdom ; in which they have now been included for a generation, and some of them for a century. They are intermixed with the Serb population, and are members of the same Orthodox Church.

(b) **Moslems** (about 400,000), reduced in number since 1913, and practically confined to the provinces then acquired. Their religion makes them regret the Ottoman régime. But since the Turk can never return, they would probably prefer Austrian to Serbian rule. At the same time very few of them are Turks by race or language. Almost all are native Serbs, whose ancestors apostatized at some period during the era of Turkish domination, and who continue to speak the same Serbian language as their Christian neighbours and kinsmen. But several centuries of religious difference have made them a people apart ; for under the Turkish régime religion and not language is the distinguishing mark, and all Moslems of whatever race constitute a compact, privileged caste. The Moslem Serb is not easily reconciled to forfeiting this privileged position, and being reduced to an equal if not inferior status to the Serbian Christian.

(c) **Bulgars** (about 500,000 or over), by far the largest element in the population of all Serbian Macedonia south of Üsküb as far as the Greek frontier. This element speaks a Slavonic dialect of its own, and philologists disagree as to whether it is to be classed as a variety of Bulgarian or of Serbian ; but the national feeling of the great majority of the Macedonian Slavs was Bulgarian, at least before 1913, though many of them were subsequently reconciled to Serbian citizenship, and the majority might have been expected to become so.

Bulgaria also claims, on grounds of language, the whole Slavonic population (excluding the Roumanian element) of the Negotin and Nish districts, and here again the philological answer is ambiguous. But whereas the Macedonian Slavs are clearly in sympathy with Bulgaria, it is no less clear that the Slavs of Nish and the Timok are Serbs in feeling, and wish to remain within the Serbian state.

There is also a sprinkling of **Albanian Moslems** within the Serbian frontier, especially in the Metoya and in the neighbourhood of Usküb. But these Albanians are too few and too scattered to be of importance. Wherever a district had an Albanian majority, it was assigned to the Albanian Principality by the Powers in 1913.

Nevertheless, 25 per cent. of alien elements is a dangerously high proportion in any country, especially when the total population is small; and the acquisition of Macedonia, at any rate, has been a source of political weakness to the Serbian kingdom, however much it may have strengthened it from the economic and geographical point of view by winning it access to an Aegean port.

Yet it is not Serbia's fault that she has been driven to find an outlet in this more or less unnatural direction. Her nearest and most obvious routes to the sea lie either through Northern Albania or through the provinces, now incorporated by Austria-Hungary, of Bosnia and Herzegovina; and these routes lead her not to the Aegean but to the Adriatic coast. Both these Adriatic outlets, however, have been closed to her deliberately by the Hapsburg Government's action. The Bosnian outlet was closed when Austria-Hungary formally annexed the 'Occupied Provinces' in 1908; the Albanian outlet was closed when the Austrian Foreign Ministry insisted on the withdrawal of the Serbian expeditionary force from Durazzo after the Balkan Wars, and secured the inclusion of the whole coveted region within the frontiers of the new principality of Albania. Thus the Serbs were barred out from the Adriatic in either direction, and the severance of Bosnia was doubly bitter; for Bosnia was not only geographically necessary to their national development—it was inhabited by a population of the same race and speech as theirs.

Ninety-six per cent. of the inhabitants of Bosnia-Herzegovina are Slavs and speak the Serbian language; and 42 per cent., a relative majority compared to any other single element in the population, are Serbs in the political sense of owning allegiance to the **Orthodox** Church and desiring membership in the Serbian national state. Of the other Serb-speaking inhabitants in the province, a majority again (34 per cent. of the whole population) are **Mohammedans**, who cling to the Austrian connexion, and are as much out of sympathy with Serbian nationalism as their co-religionists in Serbia itself; while the remainder (20 per cent. of the whole) belong to the **Roman Catholic** Church.

These Catholic Southern Slavs, like the Mohammedans, are indistinguishable in language from the Southern Slavs of Orthodox creed; but they are equally out of touch with them in culture

and historical tradition. To begin with, they have a different national name, calling themselves Croats and repudiating (till lately) the name of Serbs ; they use the Latin alphabet, while the Serbs use a form of the Cyrillic—in fact, differences of religion have divided an originally homogeneous race into three fragments, the Catholic Croats, the Orthodox Serbs, and the Moslems.

Recently, however, the religious barrier has in large measure vanished before the growing consciousness of linguistic unity developed by the growth of education, and the Serbs and Croats, at any rate, are well on the way towards coalescing into one nationality. The process was greatly accelerated by the prestige which Serbia won in the Balkan Wars ; and almost simultaneously Croats and Serbs had begun to co-operate together politically within the Hapsburg Monarchy.

If, therefore the present kingdom of Serbia contains a high percentage of non-Serbian elements, on the other hand there is a very large Serb population still remaining outside the national frontiers under the dominion of Austria-Hungary. There are not only Serbs in Bosnia ; in the predominantly Croat provinces of Dalmatia and Croatia-Slavonia, the Serb element is no less than 25 per cent. of the whole. And if we reckon Serbs and Croats together as one South Slavonic race, and add in the Slovenes, who live north of the Croats in the hinterland of Trieste, we may regard the Serbs of Serbia as a part, and a minor part, of a much larger South Slavonic mass, which occupies the whole region between the Adriatic and the Drave, from the Vardar to the Isonzo.

The following summary shows, in round numbers, the numerical strength of this South Slavonic population :

|                                       |              |
|---------------------------------------|--------------|
| Serbs in Serbia . . . . .             | 3,000,000 +  |
| Serbs in Austria-Hungary . . . . .    | 2,000,000    |
| Serbs in Montenegro . . . . .         | 500,000      |
| <hr/>                                 |              |
| Total Serbs . . . . .                 | 5,500,000 +  |
| Croats in Austria-Hungary . . . . .   | 3,000,000 +  |
| Slovenes in Austria-Hungary . . . . . | 1,500,000    |
| <hr/>                                 |              |
| Total Southern Slavs . . . . .        | 10,000,000 + |

### *Social and Economic Conditions*

The social and economic conditions of Serbia are remarkably simple and undiversified. Such diversity as there is, arises chiefly from the factors set forth above—the presence of alien elements in the population, and the gradual degrees by which the present extension of the kingdom has been attained.

The economic life of Serbia is entirely devoted to stock-breeding and agriculture, and the typical social system under which these activities are carried on is free peasant proprietorship. Yet this prevailing system of small freeholdings is no older than the modern kingdom itself. Mediaeval Serbia possessed a strong landed nobility; and although this native aristocracy was uprooted and destroyed by the Turkish conquest, the conquerors only superseded it by a feudal system of a more oppressive kind. Such native landholders as accepted Islam in time were reinforced by time-expired veterans of the Sultan's regular army, and organized into a class of military vassals, endowed by the Sultan with fiefs in land, and bound in return to render him armed service. The fiefs were created at the expense of the Serbian peasantry, who became the serfs of the new Moslem lords of the soil; and the rebellion of 1804 was largely directed against these Moslem oppressors in their midst, rather than against the distant and lightly-felt authority of the Sultan. Many of the Moslem *bey*s perished during the war of liberation, and the remainder emigrated with their families after their former serfs had extorted for themselves an autonomous government. The same emigration took place from the territories added to Serbia by the Conference of Berlin. But in the territory acquired in 1913—the Sanjak, Old Serbia, and Macedonia—the Moslem landowners were more numerous, and they have still maintained their footing—partly because the Serbian conquest was very rapid here, instead of being effected by a long-drawn-out racial war, so that the Moslem *bey*s accepted the inevitable and obtained an amnesty in return; and partly because the conquest has been so recent that there has been no time yet for emigration on any considerable scale.

The new territories, therefore, are not yet socially assimilated to the conditions in the older provinces, which are both more uniform and more typical of modern Serbian life. Within the limits of the old principality the land is nearly all freehold and nearly all the holdings are small, for the insurgents parcelled out the land afresh among themselves, as soon as they had disposed of the Moslem *bey*s. But these peasant holdings have not been subdivided beyond a certain limit, owing to the primitive communal system of joint ownership by a *zadruga* or association (the economic aspect of the kin-brotherhood or *bratsvo*). The *zadruga* usually consists of people of common descent, under the headship of the senior living male, but the adoption of strangers is lawful and not uncommon. This association counts as a legal personality (though by modern Serbian law it may be dissolved, on appeal, by judgment of a court), and it is the legal owner of the freehold.



Its legal representative is its headman, who possesses far-reaching authority. He organizes and directs the common agricultural activities of all the members of his community, and distributes the common produce among them year by year. In fact, he is practically a despot within his sphere, but on his death the *zadruga* has considerable discretion in electing his successor, and there is no strict privilege of inheritance attaching to the office.

The old communal system of proprietorship is declining in Serbia, and has already practically vanished in the South-Slavonic provinces subject to the Hapsburg Monarchy. Indeed it could hardly survive in a country that is being assimilated so rapidly as Serbia is to Western Europe; and yet it is probably well suited to the forms of economic activity towards which Serbia is drawn by her physical and geographical character.

Serbia has not yet been touched by the Industrial Revolution, and as her mineral resources are inconsiderable and her communications poor, she is not likely to experience it for an indefinite time to come. All her wealth is in the raw produce of the land, and the land produces in considerable abundance. Serbia possesses good orchards, vineyards, and tobacco plantations, and she raises a surplus of grain for export in normal years; but her staple is not agriculture but live stock—sheep, horned cattle, and especially pigs. There is magnificent pasture for pigs in the Serbian oak forests, and the peasants can breed them in enormous numbers at a minimum of cost. In normal times, hundreds of thousands of pigs are exported from Serbia every year, and the profit realized on them is what pays for the manufactured goods of Western and Central Europe, which are imported in increasing quantity as the Serbian nation increases in material civilization. This annual raising and export of pigs is the vital factor in Serbia's economic life, and is an important consideration in her foreign politics. With restricted frontiers and imperfect lines of communication, Serbia was placed economically at the mercy of Austria-Hungary. Austria-Hungary was the only adequate market with which she was in direct and easy communication, and if the Hapsburg Government chose to declare swine-fever in Serbia or to place a prohibitive tariff on the import of live stock, she could cause great hardship to the Serbian peasantry. By skilfully manipulating this economic lever, Austria-Hungary succeeded in keeping Serbia in practically continuous political vassalage from 1878 to 1906; and the veto she imposed in 1913 on Serbia's access to the Adriatic was a last attempt to perpetuate the control which she saw slipping out of her hands.

*Government and Education*

Serbia is a constitutional monarchy, and the constitution is of a very democratic order. The ground was cleared for democracy by the Turk, for nothing but the peasantry survived his dominion, and, after he had been driven out, Serbian society had to be built up again from its peasant foundations.

This has been a difficult task, for the liberated nation started its new political life without any tradition of culture or education except the tradition of the Church, which looked to the past rather than the future. The intellectual and technical elements of modern civilization had to be acquired, slowly and painfully, in Western Europe, and much had to be learnt in the meanwhile by bitter experience. Even the two leaders in the war of liberation were peasants possessed of exceptionally large herds of swine (Karageorge was in addition a successful brigand); they were called, without instruction, to fill the post of princes, and it is hardly wonderful that they spent their princely energies on a family, or rather dynastic, rivalry, which thwarted the political development of Serbia till a dozen years ago. In fact, during the greater part of the nineteenth century the political history of Serbia is a record of dynastic usurpations, abdications, and assassinations—Obrenovich and Karageorgevich ousting one another alternately in inconsequent succession—until the mischief culminated in the crime of 1903, which removed one dynasty for ever, and left the throne clear for the (in this case innocent) representative of the other.

The recent change of tone in Serbian national life seems abrupt if it is looked at from an external point of view. It followed upon the extirpation of the repressive and anti-national Obrenovich system, and is the outward sign of a long and steady development. Serbia has been building up her national education, and latterly the progress has been rapid. The number of children receiving elementary education was trebled between the years 1870 and 1898, and a hierarchy of secondary schools has been erected on this basis, culminating in the national university of Belgrade. Belgrade University is becoming an intellectual focus for the South Slavonic race, but at the same time there has been a notable increase in the number of Serbs who seek a university education in the greater centres of culture abroad—Agram, Prag, and Vienna, and the universities of Germany and France.

## MONTENEGRO

*History and Population*

The Montenegrins are Serbs. They speak the same language as their kinsmen in the Serbian kingdom; they belong, like them, to the Orthodox Church; and their country was an integral part of the mediaeval Serbian state. But when Stephen Dushan's kingdom broke up in the second half of the fourteenth century, Montenegro—or Zeta, as it was called, after the principal stream in the district—began, like the other Serbian provinces, to lead a separate life of its own under an independent line of princes. Unlike the other Serbian provinces, however, it did not succumb to the Turkish conquest. It was saved from their fate by its sheltered geographical position, and though the Ottoman Government for several centuries claimed to exercise suzerainty over it, Turkish authority was never more than nominal. The Montenegrins, in fact, are the one section of the Serbian race that has maintained its freedom from first to last.

The history of Montenegro is a record of continual raids by the mountaineers into Turkish territory, varied by occasional Turkish punitive expeditions into the mountains, which generally ended in a Turkish disaster.

The heart of Montenegro is the plateau between the south-easternmost bay of the Bocche di Cattaro and the north-westernmost corner of Scutari Lake. On this plateau lies Cetinje, the capital of the principality, and the original limits of Montenegro hardly extended beyond the northern and eastern edge of the tableland, where it is flanked all the way by the ravine of the River Zeta, along its course from the interior to its mouth on the northern shore of the Lake of Scutari. Even the town of Nikšić, near the headwaters of the Zeta, was in Turkish hands till 1877. But the Conference of Berlin doubled the extent of Montenegro by increasing its territory in the mountain-district of Brda towards the interior, and fresh territory was acquired in this quarter by the wars of 1912–13—a slice of the Sanjak and the western half of the Metoya plain, which gave Montenegro a long frontier in common with Serbia. Yet Montenegro could have dispensed with these extensions if she might have increased her seaboard; and in this respect 1913 was even more barren than 1878. The Conference of Berlin at least led to her acquiring Antivari and Dulcigno; the Conference of London did not grant any extension of her coastline.

The population of Montenegro probably numbers about half

a million, and of these an overwhelming percentage are **Serbs** by religion and speech. The only alien element is **Albanian**, and that is confined entirely to districts annexed in recent times. Dulcigno is Albanian; there are several Albanian clans along the eastern frontier on the inland side of the Lake of Scutari; and there is a considerable Albanian population in Podgorica, Ipek, and Jakova in the Montenegrin part of the Metoya. But the problem of an alien minority is not nearly so acute here as it is in Serbia.

### *Social Life and Government*

The people live by pasturage and agriculture, as far as they live at all by the labour of their hands; but they prefer to live by other means. In general the field-work is left to the women, and the men keep themselves in readiness for war, which, for Montenegrins, has usually brought richer returns, in the shape either of plunder or subsidies, than anything that could be yielded by their barren native soil. When there is no fighting to be done, the men feel themselves entitled to stay idle. The protracted period of peace between 1878 and 1912 drove some 30,000 of them to emigrate to America, where they showed industry enough as navvies and miners; but since 1912 there has been fighting enough to occupy all hands at home.

Education is in its infancy. There is no commerce. There is really no public finance, for the chief items of revenue come from governments abroad. There has been a parliamentary constitution since 1905, but the country is actually ruled by a vigorous, and on the whole enlightened, paternal despotism, as it has always been ruled from the beginning of its history. The original dynasty of Baltsa reigned from 1356 to the beginning of the sixteenth century, when the prince resigned his authority to the bishop, who was elected by the people and held office for life. Towards the close of the seventeenth century, this prince-bishopric became hereditary in a single family, and was handed down from cousin to cousin, or uncle to nephew, since bishops are condemned to celibacy by the statutes of the Orthodox Church. It was only in 1852 that the new dynasty divested itself of its ecclesiastical functions while retaining its temporal power. Since then the succession to the crown has followed the ordinary rules, and in 1910 the reigning ruler, Prince Nicholas, adopted the title of king. But through all these external vicissitudes, paternal government has remained in force, and it is probably the most suitable government Montenegro could have.

The Montenegrin state is not framed on modern lines, and unless it is incorporated in some larger organism, it is bound to remain very much what it has been from the beginning.

### ALBANIA

The Albanian frontier delimited in 1913 merely marked off a sphere of the Balkans and consigned it to provisional anarchy. The northern section of this sphere, extending from the Montenegrin frontier to the hinterland of Durazzo, is occupied by a number of completely independent tribes, who lead precisely the same kind of life as the Afridis or Yusuf-Zais, coming down under truce to market in Scutari, as the Indian frontier tribes come down to Peshawar, but spending most of their time in local feuds and mutual raids. They know no such thing as government, and the only recognized law is the customary code of the vendetta. Nothing like these North Albanian Highlanders has survived in Western Europe since the pacification of the Scottish Highlanders after 1745.

Most of the North Albanian clans are **Roman Catholics** in religion, though several important tribes under the Turkish supremacy went over to Islam. On the other hand, in the second or central section of Albania, which roughly extends over the hinterland of the coastline between Durazzo and Valona, **Mohammedanism** has become the almost universal creed. This district is more cultivated, more prosperous, and more accessible than the north, and there are several towns—**Elbasan** and **Berat** in the interior as well as **Durazzo** and **Valona** on the coast. On the whole it is not so uncivilized as the north, but it is equally un-European in character. It is an essentially oriental country, like Asiatic Turkey.

South of Valona Bay the population speaks a dialect of the same Albanian language as its neighbours in the two sections to the north; but whereas the latter are either Albanian in national feeling or else have no sense of allegiance at all beyond the limits of their clan, the people of South Albania (or, as they prefer to call it, Northern Epirus) are professedly Greek in their sympathies and political aspirations. For in this section, as in the north, the Mohammedan element is in a minority, while the Christian majority, on the other hand, belongs, not to the Roman Catholic, but to the **Orthodox Greek Church**. This compact body of orthodox Albanians is bound by the closest ties to Greece. Greek is the language used in their churches and schools; and though an international compact included them, in 1913, within the Albanian frontier, they have

obstinately refused to recognize this decision, and have resisted every attempt at incorporation by force of arms. These 'Albanian-speaking Greeks' are the most prosperous, educated, and civilized section of the Albanian race.

Albania is thus acutely divided into hostile camps ; but most of the parties unfortunately agree in being either unfriendly, or at least indifferent, to the cause of the Quadruple Entente.

**Epirus** is largely Greek in feeling, and will follow whatever policy the Government at Athens may adopt. The supporters of the Epirot movement aim at the political union of their country with Greece, and this has been accomplished, in fact though not in form, already. After the outbreak of the European War the artificial Albanian state relapsed into unmitigated anarchy ; and in the autumn of 1914 the Greek Government, after duly notifying the signatories to the Treaty of London, dispatched an army to uphold Greek interests in Epirus. This army has remained in occupation of the district ever since.

At the other extremity of the Albanian Principality, the **Roman Catholic Malisors** have been brought by their religion into corresponding relations of sympathy with Austria-Hungary. The Malisors are surrounded on the north and east by a stronger and more numerous population of Orthodox Slavs, who are divided from them both by language and by religion, and sharply opposed to them in political interest ; for Serbia and Montenegro, the two states which these Slavs have built up, are both of them anxious to gain access to the sea across the Albanian clansmen's mountains. The clans are far too weak to check this ambition by their own efforts, and have welcomed the patronage of their co-religionists in the Hapsburg Monarchy, who are equally hostile to the progress of the Orthodox Slav. Austria-Hungary has the same influence over the Malisors as Russia possesses in Montenegro. The Malisor priests, the only clansmen who ever travel abroad, are commonly trained in Austrian seminaries ; and among the few foreigners resident in the district, by far the most important and influential are the Austrian consuls. Interest and sentiment alike bind the North Albanian Catholics to the Central Powers, and unlike the Epirots, who are indifferent to both parties, the Malisors are actively hostile to the Entente.

There remain the **Mohammedans**—a considerable majority of the whole population—and their sympathies, again, are principally governed by their religion. They are naturally Turkish in feeling, and probably all regret the disappearance of the Ottoman flag from Albania. But they realize that the Turk will never return, and they are now principally moved by the fear of forcible absorp-

tion in some neighbouring state. Their feeling is most bitter against the Epirots, and behind the Epirots they suspect the ambitions of Greece. But they are hardly less hostile to Italy, to Serbia, and to their Catholic kinsmen in the north. Their ideal would be to organize Albania on a strictly Mohammedan basis, and preserve it in isolation from all its neighbours alike; yet Essad Pasha, formerly one of their leading men, realized that such a policy is beyond his countrymen's strength, and threw his influence in the opposite direction. Essad was present at Scutari when it was being besieged by the Montenegrins and Serbs in the winter of 1912-13, and it was he who ousted the Turkish governor from command and then handed over the fortress to the besiegers, on condition that he should march out with his troops with the honours of war, and receive a free hand to carve himself a kingdom in his home-country. The decision of the Powers to erect Albania into a principality with a European prince was a blow to Essad's plans, nor did he succeed, as he had hoped, in gaining control over the Prince of Wied when the latter arrived on the scene. On the contrary, Essad was not unjustly suspected by the Prince of treachery, and was summarily shipped from Durazzo to a place in Italy where he found less field for his energies. However, the outbreak of the European War and the consequent withdrawal of the Prince gave Essad a fresh opportunity. He returned to Durazzo, and attempted to establish a military government there, but without success, as he and his partisans were opposed by all the other interests and personalities in the country. In face of the enemy invasion he again withdrew in February 1916.





## II. SOUTH-EASTERN DIVISION

| Route No. |   | PAGE |
|-----------|---|------|
| 1.        | Prilip—Veles . . . . .                      | 120  |
| 2.        | Veles—Ŭsküb . . . . .                       | 121  |
| 3.        | Prilip—Krivolak—Ishtib . . . . .            | 122  |
| 4.        | Salonica—Doiran—Strumitsa (Bulg.) . . . . . | 125  |
| 5.        | Salonica—Seres . . . . .                    | 128  |
| 6.        | Strumitsa—Pehčevo—Carevo . . . . .          | 130  |
| 7.        | Strumitsa—Ishtib . . . . .                  | 131  |
| 8.        | Ishtib—Kočana—Juma'i-Bala (Bulg.) . . . . . | 133  |
| 9.        | Ishtib—Kumanovo . . . . .                   | 135  |
| 10.       | Ishtib—Veles . . . . .                      | 137  |

## III. NORTH-EASTERN DIVISION.

|     |  |     |
|-----|--|-----|
| 1.  | Ŭsküb—Kustendil (Bulg.) . . . . .        | 138 |
| 2.  | Kumanovo—Vranja—Leskovac . . . . .       | 141 |
| 3.  | Leskovac—Nish . . . . .                  | 144 |
| 4.  | Nish—Paracin—Požarevac . . . . .         | 147 |
| 5.  | Požarevac—Veliki Gradište . . . . .      | 153 |
| 6.  | Vranja—Trn . . . . .                     | 154 |
| 7.  | Leskovac—Piot . . . . .                  | 156 |
| 8.  | Nish—Piot . . . . .                      | 158 |
| 9.  | Piot—Tsaribrod (Bulg.) . . . . .         | 162 |
| 10. | Piot—Komštica (Bulg.) . . . . .          | 163 |
| 11. | Piot—Sveti Nikola Pass (Bulg.) . . . . . | 165 |
| 12. | Nish—Knjaževac . . . . .                 | 167 |
| 13. | Knjaževac—Negotin . . . . .              | 169 |
| 14. | Negotin—Kladovo . . . . .                | 171 |
| 15. | Aleksinac—Knjaževac . . . . .            | 172 |
| 16. | Paracin—Zaječar . . . . .                | 174 |
| 17. | Zaječar—Kula (Bulg.) . . . . .           | 176 |
| 18. | Zaječar—Dolnji Milanovac . . . . .       | 177 |
| 19. | Zaječar—Požarevac . . . . .              | 179 |
| 20. | Negotin—Crnajka . . . . .                | 187 |
| 21. | Negotin—Bregovo (Bulg.) . . . . .        | 188 |

## IV. NORTH-WESTERN DIVISION.

|     |   |     |
|-----|---|-----|
| 1.  | Ŭsküb—Ferizović—Priština—Mitrovica—Novi Bazar—Sjenica—Prije-<br>polje—Pljevlje (with branch Sjenica—Uvac) . . . . . | 190 |
| 2.  | Kumanova—Gilan—Priština . . . . .   | 199 |
| 3.  | Priština—Leskovac . . . . .   | 200 |
| 4.  | Leskovac—Prokuplje . . . . .  | 201 |
| 5.  | Priština—Nish . . . . .   | 202 |
| 6.  | Priština—Kruševac . . . . .   | 205 |
| 7.  | Kruševac—Aleksinac . . . . .  | 209 |
| 8.  | Kruševac—Stalać . . . . .   | 209 |
| 9.  | Kruševac—Smederevo . . . . .  | 210 |
| 10. | Jagodina—Kragujevac . . . . .   | 214 |
| 11. | Kruševac—Kragujevac . . . . .   | 215 |
| 12. | Novi Bazar—Kruševac . . . . .   | 217 |
| 13. | Novi Bazar—Kraljevo . . . . .   | 220 |

| Route No.  | PAGE |
|--|------|
| 14. Kraljevo—Kragujevac . . . . .                                      | 224  |
| 15. Kragujevac—Palanka . . . . .                                       | 225  |
| 16. Palanka—Smederevo . . . . .  | 226  |
| 17. Kragujevac—Lapovo . . . . .  | 227  |
| 18. Kragujevac—Arangjelovac . . . . .                                  | 228  |
| 19. Sjenica—Ivanjica . . . . .   | 231  |
| 20. Ivanjica—Čačak . . . . .   | 232  |
| 21. Čačak—Arangjelovac . . . . .                                       | 233  |
| 22. Arangjelovac—Belgrade . . . . .                                    | 236  |
| 23. Belgrade—Smederevo . . . . .                                       | 239  |
| 24. Užice—Požega . . . . .   | 240  |
| 25. Požega—Čačak . . . . .   | 241  |
| 26. Čačak—Kraljevo . . . . .   | 243  |
| 27. Kraljevo—Kruševac . . . . .  | 245  |
| 28. Ivanjica—Kraljevo . . . . .  | 248  |
| 29. Ivanjica—Požega . . . . .  | 249  |
| 30. Čačak—Kragujevac . . . . .   | 251  |
| 31. Gornji Milanovac—Kragujevac . . . . .                              | 251  |
| 32. Gornji Milanovac—Valjevo . . . . .                                 | 252  |
| 33. Užice—Vardište . . . . .   | 255  |
| 34. Užice—Rogačica . . . . .   | 256  |
| 35. Užice—Valjevo . . . . .  | 257  |
| 36. Požega—Valjevo . . . . .   | 259  |
| 37. Valjevo—Arangjelovac—Velika Plana . . . . .                        | 261  |
| 38. Lazarevac—Belgrade . . . . .                                       | 264  |
| 39. Valjevo—Obrenovac . . . . .  | 265  |
| 40. Valjevo—Banjani . . . . .  | 266  |
| 41. Valjevo—Šabac . . . . .  | 267  |
| 42. Valjevo—Pecka—Zavlaka . . . . .                                    | 270  |
| 43. Osečina—Šabac . . . . .  | 272  |
| 44. Zavlaka—Šabac . . . . .  | 273  |
| 45. Valjevo—Kamenica—Loznica . . . . .                                 | 274  |
| 46. Valjevo—Rogačica . . . . .   | 276  |
| 47. Belgrade—Šabac . . . . .   | 277  |
| 48. Ub—Šabac . . . . .   | 279  |
| 49. Šabac—Mitrovica—Crna Bara . . . . .                                | 280  |
| 50. Šabac—Bogatić—Crna Bara . . . . .                                  | 281  |
| 51. Šabac—Lješnica . . . . .   | 282  |
| 52. Bajina Bašta—Rogačica—Zvornik—Loznica—Lješnica—Crna Bara . . . . . | 283  |

## V. WESTERN DIVISION.

|   |     |
|---|-----|
| 1. Cattaro—Budua—Antivari . . . . .   | 288 |
| 2. Cattaro—Cetinje—Rijeka (for Antivari) . . . . .  | 290 |
| 3. Antivari—Virbazar—Rijeka, and San Giovanni di Medua—Scutari, to Podgorica and Sjenica, <i>via</i> Han Matijevo, Kolašin and Bijelopolje; with branches from Dulcigno, and to Nikšić, Plevlje, and Prijepolje . . . . . | 293 |
| 4. San Giovanni di Medua—Andrijeвица—Ipek—Mitrovica, with branch to Berane and Bijelopolje . . . . .  | 307 |
| 5. Nikšić—Trebinje . . . . .  | 318 |
| 6. Nikšić—Gacko . . . . .   | 319 |
| 7. Nikšić—Hum . . . . .   | 319 |

| Route No.   | PAGE |
|---|------|
| 8. Nikšić—Savnik—Žabljak—Nefertara and Plevlje . . . . .          | 321  |
| 9. Nikšić—Korito or Bilek . . . . .                               | 322  |
| 10. Nikšić—Kolašin . . . . .                                      | 323  |
| 11. Kolašin—Savnik . . . . .                                      | 324  |
| 12. Berane—Kolašin . . . . .                                      | 325  |
| 13. Scutari—Gusinje—Plava (for Ipek, &c.) . . . . .               | 325  |
| 14. Scutari—Jakova . . . . .                                      | 332  |
| 15. San Giovanni di Medua or Scutari—Prizrend—Ferizović . . . . . | 335  |
| 16. Scutari—Orosh—Prizrend . . . . .                              | 341  |
| 17. Prizrend—Jakova—Ipek . . . . .                                | 345  |
| 18. Prizrend—Tetovo . . . . .                                     | 347  |
| 19. Tetovo—Kačanik . . . . .                                      | 348  |
| 20. Alessio to (A) Durazzo and (B) Tirana . . . . .               | 349  |
| 21. Alessio—Dibra <i>via</i> Mat Valley . . . . .                 | 351  |
| 22. Dibra—Prizrend . . . . .                                      | 353  |
| 23. Tirana or Elbasan to Dibra . . . . .                          | 356  |

## NOTES.

For additional information (a) in the region of Epirus, (b) the vicinity of Salonica and the Bulgarian frontier northward to Gyushevo, see *Handbook of Macedonia*, &c.

The plates following this page are inserted for the purpose of illustrating lines of communication and means of transport typical of the more difficult districts covered by the itineraries.

Altitude (alt.) is given in metres above sea-level, unless otherwise stated.



PLATE I (a). ROAD BETWEEN MITROVICA AND NOVI BAZAR  
 ('passable for carriages and carts,' p. 194)



PLATE I (b). SJENICA ROAD LEAVING NOVI BAZAR  
 ('broad and, though stony, possible for carriages,' p. 195)

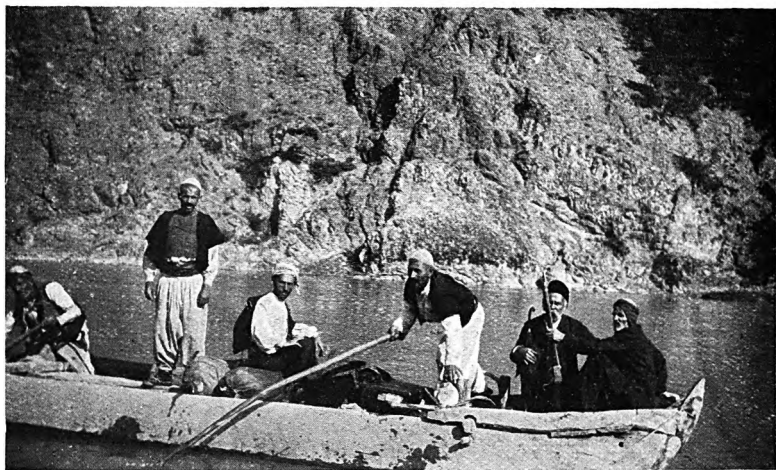
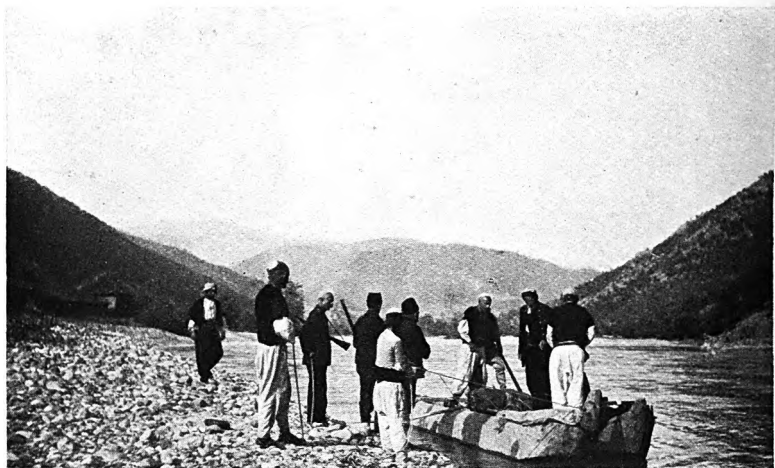


PLATE II. CROSSING THE RIVER DRIN (SPASH) (p. 338)

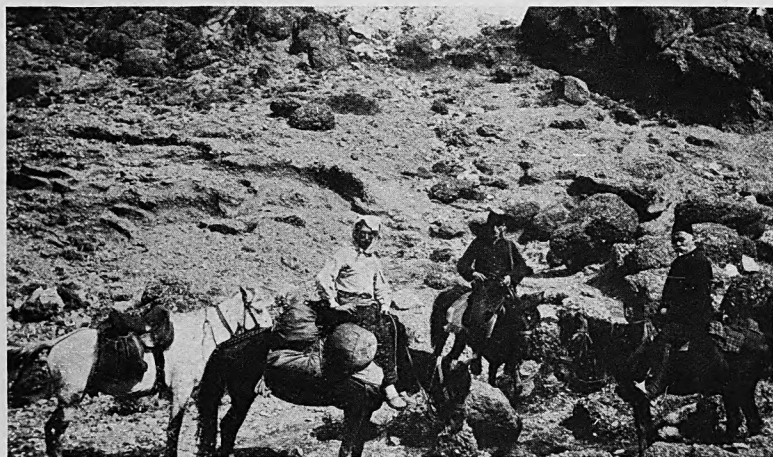


PLATE III (a). TRACK FROM PUKA APPROACHING SPASH (p. 338)



PLATE III (b). TRACK BETWEEN SPASH AND JAKOVA  
(‘ plateau of loose, friable soil, with stunted oak-scrub,’ p. 338)



## I.—SOUTH-WESTERN DIVISION

**SALONICA** (Greek **THESSALONIKI**, Turk. **SELANIK**, Serb. and Bulg. **SOLUN**), the starting-point of Routes 1 and 2 in this division and of Routes 4 and 5 in the South-Eastern Division (II), is the principal seaport in Macedonia and possesses the best natural harbour. Pop. (1914) 170,000.

Salonica is situated in 40°37' N., 20°37' E. It is built in the form of an amphitheatre and extends up the steep side of a hill about 450 ft. high, a spur of the Hortagh Dagħ, at the head of the Gulf of Salonica, which is enclosed on the W. by the alluvial delta of the Vardar and on the E. by Cape Karaburun. The town is surrounded by old Byzantine walls, which run down W. to the fort (Top Hane) and military depot, and E. to the prominent Beyas Kule (White Tower, built by Venetians in 1431) on the quay, used as a prison and barracks. There is an old citadel on the top of the hill. There is a north-eastern suburb, the development of which is hindered by the unhealthiness of the locality. E. and SE. lies the older suburb of Kalamaria, containing many fine villas belonging to the richer inhabitants.

The Turkish quarter, with its narrow and roughly-paved, but clean streets, is in the upper town, on the steep slope leading to the old citadel. The lower town is inhabited by Jews. Here, in the low-lying quarter along the quay front, is the business centre. The Greek quarter is in the SE., the most ancient part of the town. The principal streets are (i) the sea-front, composed, from W. to E., of Rue Amiral Condouriotis, Avenue de la Victoire, Avenue Georges I, Avenue Reine Olga; (ii) parallel to the sea-front: Rue Egnatia, which runs straight across the town from the Vardar Gate (WSW.) to the Kalamaria Gate and Roman Triumphal Arch of Galerius (A. D. 292-311) (ENE.), and Rue St Démètre, parallel to the last, but farther from the quay; also, immediately behind the quay, Rue Bulgaroktonos and Rue Tchimiski; (iii) running up-town from the sea-front; Rue 26 Octobre, Rue Venizélos, Rue Reine Sophie, Avenue Roi Constantin. There are also four public *places*: Place de la Liberté, Place du Roi Constantin, Place Sainte Sophie, and Place Hippodrome.

The business quarter, with the theatres, hotels, and cafés, is between Rue Egnatia and the quay. The Government offices are to the N. of this street. The foreign consulates are nearly all in Avenues Georges I and Reine Olga, in the suburb of Kalamaria. The offices of the various steamship companies are on the quay. The railway stations—one for the Monastir-Üsküb line, one for the Dedeagach line, and a military station serving both—are at the W. end of the town. There are two lines of electric tramways: (1) from the custom-house to Kalamaria; (2) from the White Tower



by the Boulevard Constantin to the Dedeagach railway-station, with a junction between Rue Egnatia and the quay via Rue Venizélos. The city is lighted by gas as well as electricity. In the commercial quarter of the town the streets are broad and straight, and paved with lava. There are some well-built churches, mosques, synagogues, and modern buildings. But the older houses are fragile wooden structures, coated with lime or mud, and the sanitation of the town is defective. There are plenty of elms, cypresses, and mulberry-trees among the houses.

The climate of Salonica is not good. The neighbouring marshes breed clouds of malarial mosquitoes, which are dangerous to those who are not inured to fever. Violent storms of hail and rain are frequent and the town has often suffered from earthquakes, conflagrations, and epidemics of cholera. The water-supply, derived from the Hortagh Dagh, is provided by the Compagnie des Eaux de Salonique, and is satisfactory.

The population of Salonica has increased threefold in less than 50 years. Of the total number 56 per cent. are Jews ('Sephardim' descended from immigrants from Spain at the end of the fifteenth century), 18 per cent. Greeks, 11 per cent. Deunmehs (a Jewish sect dating from the end of the seventeenth century, who speak Turkish and profess a reformed Mohammedanism), 9 per cent. Mohammedans, 4 per cent. Bulgarians, and 2 per cent. Serbians, Armenians, and Catholic foreigners. Salonica is a Babel of races and languages. The street vendors talk Turkish, Spanish, French, Greek, and Italian, with equal fluency. Spanish is the prevalent language of the slums; French is used in business and for administrative purposes; ordinary shopping is carried on in Bulgarian, Turkish, or Greek.

The old Jewish aristocracy speak Italian, the younger bourgeoisie French; but their common tongue is pure Castilian. The Jews control commerce, banking, and education. Saturday is the day of rest. French papers (of which there are 6) have the widest circulation; there are also 6 Greek papers, 7 Spanish, and 2 Turkish.

Salonica exports grain, rice, flour, bran, silk cocoons, chrome, manganese, iron, hides and skins, cattle and sheep, wool, eggs, opium, tobacco, and fennel. The imports consist mainly of textiles, iron goods, sugar, tobacco, flour, coffee, and chemicals. The volume of export trade tended to decrease in the first decade of the present century. The making of morocco leather and other leather-work, such as saddlery, harness, and boots and shoes, afford employment to a large number of persons. Other industries are cotton-spinning, brewing, tanning, iron-founding, and the manufacture of bricks, tiles, soap, flour, ironmongery, and ice. The spirit called mastic or raki is largely produced here.

## ROUTE 1

SALONICA—YENIJE VARDAR—VODENA—MONASTIR,  
172 km.

This is an important chaussée, metalled most of the way, which, after the opening of the railway, was neglected. If the railway were interrupted it would form the principal means of communication between the Aegean coast and **Monastir**. It is not practicable throughout for motors (October 1915).

It is reported fit for motor transport to km. 72½; thence to **Ostrovo** it is in bad repair, but passable for wheeled traffic, although mostly pack transport is used locally. Onwards from **Ostrovo**, along the northern shore of the lake of the same name, the chaussée practically disappears and a rough track, unmetalled, in bad repair, and impassable for wheeled traffic, runs as far as **Banitsa**; thence a road fit for motors leads to **Monastir**. Report doubtful.

km.

- |     |   |
|-----|---|
| 0   | <b>SALONICA.</b> Road leaves Salonica in NW. direction over flat, uncultivated, and partly marshy ground.   |
| 4   | Road crosses Salonica–Dedeagach railway.  |
| 4½  | Military station of Salonica–Dedeagach railway. From here branch road leads 1 km. N. to village of <b>Harmankeui</b> . Salonica–Üsküb railway and Salonica–Doiran railway run parallel to and S. of this road.  |
| 11  | Road again crosses Doiran railway and proceeds in a westerly direction. Villages of <b>Arapli</b> and <b>Dudular</b> about 1 km. respectively S. and E. of this point.  |
| 12  | Road crosses <b>Galiko</b> river, which flows into Gulf of Salonica. Village of <b>Shamli</b> about 1 km. NW. of this point. Immediately beyond crossing of river (2 branches), branch road diverges r. and N. for <b>Avret-Hissar</b> , <b>Doiran</b> , and <b>Strumitsa</b> (see Div. II, Route 4). |
| 21½ | Road crosses railway to Üsküb.  |
| 23  | <b>Topsin</b> village S. of road and <b>Topsin</b> station on Üsküb railway N. of it.   |
|     | Station ¾ km. N. of this point. 3 km. S. of this point the line to Monastir crosses the Vardar and diverges southward to Verria, 50 km. It then comes northward to Vodena, 33 km., thence westward to Sorovich, 50 km. Thence NW. to Monastir, 63 km.   |

km.  
27

Road crosses river **Vardar**. Large masonry bridge. On r. bank of river there is an inn and branch road 1 km. to village of **Mentesheli**. Between the river and **Yenije Vardar** several tracks branch off northwards to the **Moglena** hills, and there are several villages 1-3 km. N. of the road.

Marshy land and several villages between this point and km. 32.

30

1 km. N. of road is village of **Yagljajik**. A track passable for light vehicles leads past this and other villages in the plain of the **Vardar** to **Karasuli** ferry, 50 km., and **Gümenje** railway station (see Div. II, Route 4 under km. 64).

32

Branch road to **Verria**, &c. (see Div. I, Route 2).

35

Some ruins on N. side of road. Road here is only 6 metres above sea-level. Road now runs through scattered ruins and tumuli on both sides of the road to Pella.

39

**Pella**, spring. Scanty remains of the capital of ancient Macedonia under Philip II.

42

Road crosses small stream ; ruins of **Baña** to N.

45½

Military post, alt. 14 metres.

47½

Road crosses stream. Ground very marshy to S. of this. Road now takes a more northerly direction.

50½

**Yenije Vardar** (**Yanitsa**), alt. 26 metres.

Pop. (1899) 10,000 ; at the Southern foot of the **Paik planina** on the lake of **Yenije**. Neighbourhood peopled by Bulgarians. Industries : cultivation of silk, grapes, tobacco, and poppies. Meadows and cultivated land extend southwards to the extensive marshes of the **Kara Su**.

Road now goes nearly due W. over a fairly well-cultivated plain skirting the **Moglena** foot-hills, with several villages and farms to N. and S. of road.

Between **Yenije Vardar** and **Vodena** a number of tracks run NW., more or less converging on **Subotsko** (alt. 145 metres), which is situated in the centre of the broad upper basin of the **Moglenitsa**. From **Subotsko** there is a carriage road to **Vodena**, 21 km. (see 85½ km., below) and in addition a number of tracks diverge NE. and NW. One goes NW. to **Prilip**, about 60 km. ; by others it is possible to get to **Gevgeli**, about 50 km., and to **Strumitsa** station, 60 km. All these tracks cross the **Moglena** (**Nije Koshuf**) range, which has an average height of 1,400 metres.

- km.  
 56½ Road crosses, at alt. of 16 metres, small stream flowing into **Yenije** lake, 4 km. SE.  
 Ground very swampy.
- 66 Road crosses stream: there is an inn here and the villages of **Sendil** and **Gropa** are respectively ½ km. N. and S. of the road.
- 69 Bridge over river **Moglenitsa**; military post. From here to railway crossing below, road is possibly out of repair. The road here enters a broad cultivated valley.
- 70 Bridge over **Genish Dere**, a tributary of the **Moglenitsa**.
- 72½ Road crosses railway to Monastir, alt. 38 metres.  
 Military post. 1 km. S. is **Vertekop** railway station.
- 76½ **Cheltikchi**.
- 80 Road now enters the mountains and rises with many turns (a fairly easy ascent) to the plateau on which **Vodena** stands.
- 84 **Vodena**. 311 metres.  
 Pop. (1906) 14,000, of whom about a third are Turks and the remainder Greeks, Bulgarians, and Vlachs. It is the seat of a Greek archbishop. The town is situated on a spur of the **Chakirka** mountains and on the banks of the **Nisia Voda**, a tributary of the **Moglenitsa**. It stands picturesquely on the edge of a line of cliffs, down the steep ravines of which a number of streams come rushing, and are utilized for driving mills and watering gardens and vineyards. The neighbourhood grows pomegranates, vines, and figs, and nut and mulberry trees are abundant. Cultivation of the silk-worm is an important local industry. There are various churches and convents in the vicinity of the town, of which **Hagia Triada** monastery is the principal. **Vodena** has occupied an important strategical position from the earliest times, being at the mouth of the **Vladova** pass, which is traversed by both the railway and the road between the **Salonica** plain and that of **Monastir**. The chaussée from **Salonica** winds its way up the southern side of the town. There are a small block of barracks and a magazine on a knoll to the SW. of the town. A good chaussée, passing through gardens and vineyards, connects the town with the station 1½ km. distant.  
 The railway is here separated from **Vodena** by a narrow ravine at the bottom of which flows the tumultuous **Nisia Voda**.

km.

The railway station (alt. 308 metres) is opposite N. end of the town.

From Vodena to Subotsko, 21 km. (see under km. 50½, above), there is a newly-made carriage-road (October 1915).

The road to Monastir leaves **Vodena** by the northern end of the town and runs parallel to the **Nisia Voda** and rises all the way to **Vladova**.

86 From this point for 4 km. the **Nisia Voda** flows through a defile : road and railway wind along the sides to S. and N. respectively.

90 **Vladova** village, alt. 473 metres. Railway station on opposite side of river and at a distance of 2 km. WNW. To W. of village, defile opens into a flat-bottomed, enclosed basin.

Alternative track to **Monastir** (72 km.) reported improved during enemy occupation, via Tehora (4), Stara Popadija (32), Sovic (37), Živonja (41), Kremjan (46), Kenali (55 km.).

93 Road and railway leave **Nisia Voda** basin and climb a tributary valley WSW.

100 A low saddle (600 metres) leading to **Ostrovo Lake** basin. There are military posts at intervals.

102 Road crosses small stream running into **Ostrovo lake** and also crosses railway, alt. 551 metres. Railway now leaves road and proceeds nearly due S. till it reaches shores of lake. Road continues W.

103½ Road bends NW. **Ostrovo** village 1½ km. W. of this point close to lake and railway. **Ostrovo** station, however, is 1½ km. NW. of **Ostrovo** village.

105½ Military post, alt. 600 metres. Road crosses low spurs of **Nisi Dagh**, forming an arc round the head of **Lake Ostrovo**, which it reapproaches at **Chakon** (below), the extreme depth of this curve being 4 km. from the edge of the lake.

114½ **Chakon** village, alt. 606 metres. Railway runs directly below this village and between it and the lake.

**Chakon** is at extreme N. of **Lake Ostrovo**. This lake is 17 km. from N. to S. Its greatest width is 8 km. The railway skirts the northern and the greater part of the western shores. After leaving **Chakon** the railway runs due S. along the western edge of the lake passing **Pateli**, 12 km. It then runs inland SW. to **Sotir**, 10 km. It then goes N., following generally the **Kozana-Monastir** road until the junction of this with the road under description.

- km.  
 124½ Bridge over small stream running into the Petrsko lake  
 6 km. SSW. of this.
- 126½ **Gornichevo**, 948 metres.
- 133½ **Banitsa** village, 726 metres.
- 138 Kozana road (Div. I, Route 2, branch under km. 145) comes in from S., alt. 653 metres. Railway is here 1 km. S. Station. From here railway leaves road and, taking a westerly direction, goes to Florina station, about 10 km. From there it goes N. till it crosses road near Vakufkeui, about 8 km. Florina town is 3 km. W. of Florina station, and a road runs N. from Florina to join the Salonika-Monastir road. See km. 154. The road now bends NW. and enters basin of the **Crna** river and goes through slightly undulating country crossing numerous streams.
- 144 Bridge over Brod river.
- 146 Railway crosses road in vicinity of villages of **Vakufkeui** and **Vrbeni**. Alt. 607 metres.
- 149 Bridge over **Sakuleva** affluent of the **Crna**. Railway now runs E. of road at maximum distance of 4 km. Village of **Sakulevo**, ½ km. NE. of this point.
- 154 Join road from **Florina**, 11 km. S.
- 157 **Negochani**. Road crosses **Rakova** river. Alt. 609 metres.
- 158½ Cross Greco-Serbian frontier.
- 166 Bridge over Bistrica, affluent of the **Crna**. Railway now runs close along E. side of road to—
- 172 **MONASTIR (Bitolj)**.  
 Pop. 50,000, composed in 1912 of Mohammedan Slavs, Kutzovlachs, Serbs, Jews, Turks, Bulgarians, Albanians, and Greeks. P.O. and T. Finely situated on both sides of the **Dragor**, at the mouth of a ravine in the **Peristeri** range, which hills rise sharply from the plain, attaining 7,500 feet. Next to Salonica this is the most important town in Macedonia. The town is not fortified, and the neighbourhood offers no suitable position for defence. It is of considerable strategical importance, being situated at the meeting-point of routes from **Veles** *via* **Prilip**, from **Tetovo** *via* **Kirchevo**, from **Yanina** *via* **Koritza**, from **Scutari** *via* **Dibra** and **Ochrida**, and from the Greek frontier. It commands the eastern exits from all the Albanian districts. The Monastir plain is fertile and affords a good base of supplies. There is good pasturage. Monastir possesses several large public buildings

km.

and a barracks. Owing to its central situation it is a very active trading centre. Monastir contains, in ordinary times, a wonderful variety of races, each having its separate colony and conducting its own national and religious propaganda. The streets are very badly made. The houses, for the most part one storey high, are solidly built in a mixed oriental and western style. The river has quays and promenades. Monastir has a tannery and a ribbon factory, stocking and carpet making are home industries : its silver filagree work is famous. In contrast to the craftsmen of Dibra, Ochrida, and other parts of Macedonia, who are accustomed to travel about the country, those of Monastir remain in that city. Wheat, maize, tobacco, and madder are grown in the neighbourhood.

## ROUTE 2

SALONICA—VERRIA—KOZANA—GREVENA—YANINA,  
281 km.

(With Branches to MONASTIR, KASTORIA, KORITSA, &c.)

Reported fit for motor transport to Karajalar.

km.

- 0 **SALONICA.** For the first 32 km. see Div. I, Route 1.
- 32 Route under description branches off SW. from the SALONICA—MONASTIR Route 1 km. W. of **Yagljajik**. Road goes at first over level, open, and swampy country.
- 39 Track to **Yenije Vardar** branches off NW. to **Zorba**, 3 km., and **Chekire**, 11 km. ; to rejoin the SALONICA—MONASTIR road at 13 km., at a point 4 km. SE. of Yenije Vardar, and 14½ km. from junction of Verria road.
- 40 Bridge crosses the **Kara Azmak**, a small river draining the plain and discharging its waters near the delta of the **Vardar**. There are a few houses and inns at this point. The Monastir railway follows the general line of this route and crosses the Kara Azmak about 3 km. SE. of this point. Road and railway follow a strip of slightly elevated ground between the Vistritsa and marshland to N.
- 45 **Laniver** village 1 km. S. of road.
- 46 **Palihor** village S. of road.
- 50½ **Gida** village ½ km. S. of this point ; 1 km. SW. of Gida is **Kapschora** station on Monastir railway.
- 54 **Reshani** village.

km.

57 **Terhovishta**,  $\frac{1}{2}$  km. NW. of road.61 **Kavashla** village, N. of road.63 **Stavrosh** village.68 **Mikros**.

73 Cross Salonica–Monastir railway, having Verria station on r. Alt. at station, 80 metres.

74 **Verria** (Karaferia). Alt. 188 metres.

Pop. 8,000 (1906), of whom 2,000 are Turks, the remainder mainly Greeks. The town is 1 km. distant from the railway station of the same name on the Salonica–Monastir line, and is connected with it by a good chaussée. Carriages can be obtained at railway station. Verria is situated on a northerly spur of the **Vermion** ridge, which overlooks the fertile **Rumluki** plain, extending to the mouth of the **Vardar**.

From Verria a track, 45 km., follows in a general way the railway from Verria to Vodená, passing by **Agostos** station. **Agostos** (Nyausta, Neagush) is situated on a hill 7 km. NW. of Agostos station. Track continues past **Samarino** (Tsrmorinovo) to **Vodená**. It keeps just above the plain, and crosses many streams flowing from the Vermion ridge to the marshland. Villages are situated on the road where the valleys open to the plain.

Another track leads SW. from Verria over the Vermion ridge (1,550 metres) to join the Yanina road at km. 118, *via* **Dortali**.

From Verria, road to Yanina leads S., and immediately enters into very hilly country and follows valley of an affluent of the **Ana Dere**, continually rising.

82½ Military post.

83 Inn. Alt. 370 metres.

85 Military post.

88 Military post. Road ascends hill to l., and crosses ridge into valley of the **Vistritsa**; it ascends this valley, keeping high above river level.93 **Kastanja** village, 1 km. W. of road.102 **Ishiklar**. Road turns W. and descends in a westerly direction into the **Egri Bujak** plain, the centre of which is occupied by a marshy lake, **Sari Göl**.110 **Ernevesti**.115 Branch track across **Egri Bujak** plain to **Haidarli**, 6½ km.; **Jelelli**, 7½ km.; **Juma**, 9 km.



- km.  
 18 Military post. Alt. 690 metres.  
 122½ **Karajalar.** Alt. 701 metres. Road now strikes SE. over hilly country, descending into the valley of the **Vistritsa**.  
 124½ Branch track SW. direct to **Kozana**, 5 km. Main road, however, continues SE.  
 130 Main road meets the main road coming from the S. from **Elason** (Elassona) and **Serfije** (Servia). From this point it is 20 km. SE. to **Serfije** and 70 km. to **Elason**.  
 131 Alt. 644 metres. Road proceeds through cultivated land to—  
 137 **Kozana** (Kozani). Alt. 708 metres.

From Kozana a motor road to Monastir runs as follows :  
 km.

- 0 On leaving Kozana road crosses a ridge rising to 806 metres and then descends and, leading N., skirts the western side of the **Egri Bujak** plain at the foot of the lower spurs of the **Karli Dag** mountains, which rise to 2,068 metres.  
 19 **Komano.** Road now follows l. side of valley of an affluent of the Nalbandkeui, proceeding in a NW. direction.  
 28 **Kayalar**, 604 metres. Road now proceeds N.  
 34 **Nalbandkeui**, alt. 577 metres. Road here crosses Nalbandkeui stream.  
 39 Cross a low ridge dividing basins of Ostrovo and Petrsko lakes. Alt. 649 metres. Road takes a NW. direction.  
 45 A track from **Kastoria**, via Lake Rudnik, comes in from SW.  
 47½ Branch road NE. to **Sotir**, 1 km., and **Sorovich** station on Salonica-Monastir railway, 5 km.  
 49 Alt. 606 metres. Road crosses Salonica-Monastir railway; then continues in a northerly direction closely following the line on its E. side.  
 57 Road crosses railway and follows its W. side.  
 61 Road recrosses railway and follows its N. side.  
 64½ Railway station. Alt. 655 metres. Railway continues W.; road leaves it in NW. direction.  
 65½ Road joins SALONICA-MONASTIR road (Div. I, Route 1) at 138 km.

Road to Yanina continues SW. through hilly country.

- km.  
 140 Road bends NW.  
 140½ Alt. 822 metres.  
 141½ **Koja-Ahmedli**, 730 metres.  
 144 Road begins to run more directly westerly.  
 147 **Sarihanlar**. Road bends sharply so as to take a SW. direction.  
 149 **Chukur Ambar**, alt. 768 metres. Road ascends and reaches the head of the **Shatista** and descends its valley through cultivated land.  
 159½ Alt. 706 metres. Track branches NW. to village of **Shatista**, alt. 920 metres, 4 km.  
 162½ Road bifurcates. A road going off NW. to **Lapsista**, keeping E. of the l. bank of the **Vistritsa**, passes **Vrondista**, 10 km.; crosses the **Vistritsa** at 14 km., and joins another road coming from the S., described under km. 170½ below, at 15 km., and reaches **Lapsista**, 19 km.  
 165½ Road crosses **Vistritsa** and ascends the hills W. of the valley.  
 170½ Road to **Lapsista**, **Kastoria**, and **Koritza** branches off here. This road leaves the route under description in a NW. direction and passes over hilly country to the valley of the **Pramoritsa**, a tributary of the **Vistritsa**.
- km.  
 7 **Krivtsi**.  
 11 Road crosses **Pramoritsa**.  
 11½ **Panareti** to E. of road.  
 16½ Route joins road coming from **Vrondista**, see km. 162½, above. Road for 2 km. goes closely along r. bank of **Vistritsa**.  
 20½ **Lapsista**. Alt. 670 metres. Road now trends NE. and once more towards r. bank of the **Vistritsa**.  
 23½ Road crosses the **Vistritsa** (alt. 570 metres) and proceeds almost due N., at an average distance of about 2 km. from the river.  
 29½ Road descends to and crosses a tributary of the **Vistritsa**. It then takes a NW. direction.  
 32 **Bogatsko**. After crossing a small tributary of the **Vistritsa**, road crosses a spur to descend once more to the **Vistritsa** valley.  
 37½ Cross stream draining the Lake of **Kastoria**.  
 42½ **Hrupishta** (**Hurpeshte**). Road now runs practically due N. to the Lake of **Kastoria**.

km.

km.

48½

Road is now in contact with western shore of lake, round which it winds to—

50½

### **Kastoria.**

Kastoria (Turk. Kesrie) is built on a high rocky headland jutting out from the western shore of the lake of the same name. The town has a fringe of gardens. A Byzantine wall with round towers runs across the promontory. A century ago a colony of Jews from Salonica settled here, and the town gained a considerable commercial importance, which it has since lost. The population is rather mixed; there are some 2,000 houses, of which 1,200 are Greek, 250 Jewish, 200 Turkish, and the remainder Albanian, Vlach, and Bulgarian (1906). The Turkish beys of the plain now have but little influence. Kastoria is the seat of a Greek bishop, but the Christians of the villages in the plain are mostly Bulgarian and Albanian shepherds. The town is connected with the **Sorovich** station on the Salonica-Monastir railway by a road believed to be capable of bearing wheeled traffic, which traverses the Vlaho Klisura pass.

The lake of Kastoria is formed in a deep hollow surrounded by limestone mountains, and is drained on the S. by a tributary of the **Vistritsa**. The lake has an area of 30 sq. km.

From Kastoria the road (reported bad to Biklishta) goes NW., crossing at 54 km. a stream flowing into Lake Kastoria, and ascending its valley to a col (900 metres) at 58 km. Road now descends.

65½

Road now crosses, and ascends the valley of, the **Zelova**, keeping to its r. bank.

70½

Cross to l. bank of **Zelova**.

71½

Recross to r. bank of **Zelova**.

73

Recross to l. bank of **Zelova**.

74

Alt. 758 metres. A bad chaussée, possibly fit for light vehicles, branches N. to **Pisoderi**, 17 km., and **Florina**, 33 km.

74½

Road crosses **Zelova** and continues W. along l. bank of an affluent of that stream. Alt. 762 metres.

| km.  |   |
|------|---|
| 76   | <b>Breznitsa.</b>   |
| 77   | Alt. 798 metres. Road begins to run SW.   |
| 81   | Alt. 876 metres.  |
| 84   | <b>Smrdesh.</b> Alt. 995 metres. Road now begins to descend valley of an affluent of the <b>Devoli</b> , keeping on r. bank of the stream.  |
| 88   | Cross stream.   |
| 89   | Recross to r. bank.   |
| 92   | <b>Kapishtitsa.</b> Road now turns NW. and descends valley of the <b>Devoli</b> . Alt. 883 metres.  |
| 95   | <b>Biklishta</b> , 870 metres. Road now runs through level country intersected with water-courses.  |
| 99   | Alt. 814 metres. Road crosses <b>Devoli</b> .   |
| 105½ | <b>Tsangoñ.</b> Road turns W.   |
| 109  | Road joins the <b>SANTI QUARANTA-MONASTIR</b> road (Div. I, Route 7) at km. 188.  |
| 118½ | <b>Koritzza</b> (or <b>Koritsa</b> ). At the edge of a plain trending northwards to Lake Malik. There is a carriage-road to Monastir, <i>via</i> Resna, and another to Konitsa.                 |
|      | Yanina route runs directly S.   |
| 172½ | Road crosses the <b>Trubada</b> , an affluent of the <b>Vistritsa</b> , and turns W.  |
| 173½ | <b>Dovratovon.</b>  |
| 174½ | Road crosses two affluents of the <b>Trubada</b> and once more takes a southerly direction over undulating country, descending to valley of the <b>Grevenitikos</b> .                           |
| 179½ | Road turns SW.  |
| 180½ | Road turns S.   |
| 182½ | Road comes close to the <b>Grevenitikos</b> (an affluent of the <b>Vistritsa</b> ) and turns SW. along its l. bank to—  |
| 185  | <b>Grevena.</b> Road leaves Grevena in a SSW. direction, passing <b>Varos</b> on r.   |
| 187½ | Road crosses <b>Grevenitikos</b> (alt. 563 metres) and ascends the range dividing that stream from the <b>Venetikos</b> , another affluent of the <b>Vistritsa</b> .                            |
| 190  | Alt. 644 metres.  |
| 193  | Road reaches l. bank of the <b>Venetikos</b> and runs along it to—  |
| 195  | <b>Karaul Venetiko</b> , military post. At this point the road degenerates into a track. A track continuing the route to Yanina has to be picked up on the other side of the <b>Venetikos</b> , |

km.

which may be done (a) by crossing the Venetikos here and following the track S. over the hills to **Spihovo**, 3 km. ; thence W. to touch r. bank of the Venetikos and cross its affluent the **Sitova**, 5 km. ; or (b) the track may be followed from **Karaul Venetiko** up the l. bank of the Venetikos, to a point opposite track (a), when the Venetikos is crossed and the track (a) entered on,  $4\frac{1}{2}$  km. Alt. 549 metres.

Track now goes SW. over mountainous country.

203 $\frac{1}{2}$ 

**Kipuryos**, 829 metres.

206 $\frac{1}{2}$ 

Military post. Alt. 886 metres. Road still ascending.

210 $\frac{1}{2}$ 

Alt. 1,097 metres. Road descends into the valley of an affluent of the **Milya**.

212 $\frac{1}{2}$ 

Alt. 905 metres. Here the track bifurcates, one track ascending the valley just mentioned, so as to skirt the E. side of the **Patamash** mountains, which culminate in an altitude of 1,564 metres. Passing between this range and the **Salatovra Pl.** it proceeds SW. over very hilly and difficult country to **Metsovo**, 24 km. In the present itinerary the more direct track is followed, which proceeds W., skirting the northern spurs of the **Patamash** range.

215 $\frac{1}{2}$ 

Track crosses the **Milya**. Alt. 899 metres. Track continues SW. up a valley between the **Hagios Georgios** and **Patamash** ranges.

219

Alt. 1,013 metres.

223

Alt. 1,146 metres.

224

**Milya** village. Road now ascends valley.

227 $\frac{1}{2}$ 

Alt. 1,536 metres. Cross **Pindus** range ; military post a little below summit.

229

Road has now descended into valley of the **Vovusa** and crosses to l. bank of that stream. Alt. 1,418 metres. At this point the track branches into three, connecting with a number of tracks radiating S., SW., and W. It is possible to reach Yanina eventually by taking any one of these three tracks ; what appear to be the two preferable routes are detailed below as (A) and (B).

## (A)

Follow the track W. down l. bank of the **Vovusa**.

234

A track leads S. over the mountains, 7 km., to make connexion with Route (B) at km. 253.

237

**Karaul Pantaloni**, military post. Track turns SW., and descends sharply to about 1,000 metres.

- km.  
 240 Track again ascends to nearly 1,500 metres over a col. Another steep descent to 800 metres and a rise of 200 metres follow, before a descent is made of 400 metres in  $2\frac{1}{2}$  km. to the **Varva** valley.  
 251 Cross **Varva** stream.  
 253 Military post. Track crosses the **Zagoritikos**, which unites with the **Varva** to form the **Dipotamos**, a head-stream of the **Arta**. Track descends valley.  
 259 Track joins Route (B), below, at km. 262.

## (B)

- Proceed S. over the **Pulcha** hills.  
 231 Alt. 1,432 metres.  
 234 **Metsovo**, 1,145 metres. Pop. 9,000 (1906), mostly Vlachs. It commands the entrance to the Zygos pass leading to Trikala (Thessaly) and the passes leading northwards towards Gravena. From here to Yanina the road is a cart-road.  
 237 Alt. 809 metres. Track now runs down the valley of the **Metsovitikos**, at first W. and along the l. bank.  
 239 Cross to r. bank of **Metsovitikos**.  
 240 $\frac{1}{2}$  **Tekye** convent. Alt. 730 metres. Track goes in a NW. direction, following course of **Metsovitikos**.  
 242 $\frac{1}{2}$  Military post.  
 245 **Tria Chania**, 695 metres. At this point track from N. referred to under Route (A) at km. 234 above comes in. Track under description turns SW. down the valley of the **Metsovitikos**.  
 250 **Han Fesombey**, 607 metres.  
 253 $\frac{1}{2}$  Military post.  
 254 Alt. 521 metres.  
 262 Cross **Arta** river. Route (A), above, joins present route (B) on further bank. Alt. 461 metres. Track now becomes a made road going with many zigzags over the **Drisko** mountains on western side of valley of the **Arta**, and descending to **Yanina** on the shores of the Lake of Yanina.  
 267 Alt. 945 metres. Descend.  
 271 **Ardamista**.  
 272 $\frac{1}{2}$  **Han Lefka**, 482 metres.  
 275 $\frac{1}{2}$  Water-mill, ground here marshy.  
 276 Alt. 474 metres. Road turns due W.

km.

277

**Katsikat.** Road now runs NW. to Yanina.

280

Junction with Route **PREVESA-YANINA** (Div. I, Route 5) at km. 96.

281

**YANINA**, 484 metres.

Yanina (Turk. Yania) has 22,000 inhabitants, and is situated on and about a rocky promontory on the W. side of a small lake of the same name. The end of the promontory was used by the celebrated Ali Pasha of Yanina, who ruled in the beginning of the nineteenth century, to construct a strong citadel, now more or less in ruins, but containing the *konak* and the barracks. The **Yanina** lake is about 8 km. long and 4 km. wide; some streams enter it, but there appears to be no outlet from it, except by a subterranean channel to the River **Kalamas**. The small island of **Lapsistas**, with its seven monasteries and ruined stronghold, stands in the lake.

### ROUTE 3

#### MONASTIR TO HOLEVEN AND BUF OR FLORINA

Road branches from **SALONICA-MONASTIR** road at outskirts of Monastir and proceeds almost due S. to **Holeven**. The made road here appears to end and to bifurcate into two tracks, one leading S. to **Buf** and the other SSE. to **Florina**. The latter runs approximately parallel to the Monastir-Salonica road at an average distance of 4 km., several transverse tracks connecting the two. (For alternative (main) road Florina-Monastir, see Div. I, Route 1, at km. 150½.)

km.

0

**MONASTIR.**

2

Cross-road to **SALONICA-MONASTIR** road (Div. I, Route 1).

2½

Road branches r. and SW. to village of **Bukovo**, 2 km., and to monastery of **Kristofor**, 1½ km. farther on. From **Bukovo** hill track continues SW. across **Baba Planina** to E. of Lake **Prespa**.

6½

**Bistrica.**

7

Bridge over **Bistrica** affluent of the Crna.

7½

**Holeven.**

## (A) HOLEVEN—BUF

km.

The more westerly of the two tracks mentioned above proceeds almost due S. along the lower spurs of the **Baba Planina**. This track connects a string of villages (built on low heights overlooking the plain) with Monastir, and at frequent intervals crosses small mountain streams draining into the plain to the E.

km. from  
Monastir

- |    |  |
|----|--|
| 9  | <b>Barešani.</b>   |
| 10 | <b>Kanina.</b>   |
| 11 | <b>Velušina.</b> Convent.  |
| 13 | <b>Gradešnica.</b>   |
| 15 | <b>Dragoš.</b>   |
| 16 | Cross frontier into Greece.  |
| 17 | <b>Obsirina.</b> About $1\frac{1}{2}$ km. NE. of this is a convent built in a prominent position on a hill.  |
| 21 | <b>Buf (Buh).</b> A hill-track continues to the Koritza-Florina road, near <b>Pisoderi</b> , 9 km. (see Div. I, Route 2, branch under km. $181\frac{1}{2}$ , at km. 74). |

## (B) HOLEVEN—FLORINA

The more easterly track leads to **Florina** and crosses the streams mentioned under (A) above, a little lower in their courses. The country is for the most part level: very few villages.

km. from  
Monastir

- |                 |   |
|-----------------|---|
| $12\frac{1}{2}$ | Branch track to village of <b>Lažec</b> , 1 km. E., and <b>SALONIKA-MONASTIR</b> road (Div. I, Route 1), 5 km.                          |
| 16              | Cross frontier into Greece.   |
| $16\frac{1}{2}$ | Cross <b>Rakova</b> , affluent of the Crna.   |
| $17\frac{1}{2}$ | <b>Sveti Petka</b> , E. of road.  |
| $18\frac{1}{2}$ | <b>Klabuchishta.</b> $1\frac{1}{2}$ km. E., two tracks connect this village with <b>SALONICA-MONASTIR</b> road (Div. I, Route 1), 5 km. |
| $21\frac{1}{2}$ | <b>Kleshtina</b> villages, upper and lower. Alt. 629 metres.  |
| $23\frac{1}{2}$ | Cross Greek frontier near village of <b>Kladerop</b> .  |
| 27              | Spring. 2 km. WNW. from here is monastery of <b>Sveti Marko</b> .   |
| 29              | <b>FLORINA</b> (Bulg. Leren).   |

Pop. (1906), 11,000, mostly Bulgarians and Greeks. An important town on the edge of the Monastir plain. Seat of a Greek archbishop. Situated at the mouth of a side valley



km.

in the Peristeri range. The Florina railway station on the Salonica-Monastir line is about 4 km. from the town, and is connected with it by a chaussée. There is a small cavalry barracks at the station.

## ROUTE 4

MONASTIR—NOVAK, 9½ km.

km.

- 0 **MONASTIR.** Road leaves Monastir by the church of Sveti Nedla and proceeds E. across the plain.
- 2½ Road crosses river **Dragor**, an affluent of the Crna.
- 5½ **Čekrikci**, ½ km. S. Marshy ground here, continuing all the way to Novak.
- 8 Bridge over arm of the **Šemnica**, which joins the Crna below this point. Road embanked to outskirts of Novak.
- 8½ Bridge over **Crna**.
- 9½ **NOVAK**, near the lower spurs of the **Selečka Planina**. From here tracks lead N., E., and S. to villages situated on the slopes of this range.

## ROUTE 5

PREVESA—PHILIPIADES—YANINA<sup>1</sup>—

HAN KALIVAKI, 130 km.

This is reported (1915) to be an excellent metalled road. The journey by carriage is usually made in two days with a halt at **Philipiades**, but can be accomplished in one day if special arrangements have been made for relays at Philipiades.

<sup>1</sup> NOTE.—There is another route to Yanina from the coast at **Parga**. This is a horse-track and runs by way of **Jargariyi**, 12 km., **Paramythia**, 31 km., **Lefterokisi**, 56 km., **Han Jamaliya**, and **Kosmara**, 67 km. The total distance is about 75 km. **Parga** is a small seaport with about 3,000 inhabitants. The plain inland is fertile. The anchorage is divided into two bays by a projection, on which is the old citadel. The larger bay, west of the citadel, is about 600 to 700 yards across, and runs a similar distance into the land. There is about 6 to 7 fathoms of water in the middle. The other bay, which is considered the actual port, is protected from the sea by a chain of islands and rocks extending 800 yards SW. from St. Anastasia Point. The bay is 200 yards wide and 500 yards long. There is another route from the coast to Yanina from **Santi Quaranta** and **Sayada Bay**; see Div. I, Route 7. There is anchorage in 5 to 8 fathoms.

An authority of 1899 says, in describing the journey from **Yanina** to **Prevesa**: From **Yanina** a grand road (made by Ali Pasha) runs to **Arta** and **Prevesa**. Descend skirting the **Suliot** hills, round precipices, under great hanging sloping masses, moraines, caverns, natural tunnels, over several passes down to and along the **Luros** river. Much traffic is passed, as there is a great opening for trade along this way. Reach **Philipiades** at nightfall. Proceed over a long plain, leave the mountains and into view of the Gulf of **Arta**, thence through olive woods above **Prevesa**, and so into the sub-tropical vegetation of **Prevesa** and the coast.

km.

0

**PREVESA.**

Pop. about 8,000. Of these four-fifths are Christian Albanians or Greeks and one-fifth Moslems.

Austrian-Lloyd steamers call here.

The town lies at the N. of the entrance to the Gulf of **Arta** and is surrounded by dense olive groves, and most of the houses stand in their own gardens.

The harbour is small, and a sandy bar prevents the entrance of large vessels. It accommodates during the year some 1,500 small coasting boats.

The **Gulf of Arta** is  $18\frac{1}{2}$  miles long and 10 miles wide at the extreme points, and has a low irregular coast-line with long projecting points. It contains a few scrub-covered islets. The gulf can be used only by small vessels, as there is (1906) a bar with from 8 to 10 feet of water at the narrow entrance; but the actual depth varies considerably owing to shifting sand-banks.

**Prevesa** exports, among other articles, wool, hides, and olive-oil. Its trade is valued at about £80,000.

Ague and malaria are prevalent.

Leave NW. side of town and proceed N. over a ridge.

Approach an inlet of Gulf of **Arta**.

1

Turn E.

7

Turn N. over plain of the Gulf of **Arta**, avoiding marshes of river **Luros** to E.

 $8\frac{1}{2}$ 

Church, r. **Mihalichi**,  $1\frac{1}{2}$  km. W. among hills.

11 $\frac{1}{2}$ 

Church,  $\frac{1}{2}$  km. l.

18

**Lisari**, l. of road.

20

Cross **Luros** river by a bridge. (This is not the main river, but a r. bank tributary.) Above the confluence the main river is called **Viros**.

24 $\frac{1}{2}$ 

25

**Luros Mikro**. Bear NE., skirting marsh, and continuing

km.

- up r. bank of river, keeping along the foot of the hills at the edge of the plain, at a distance of  $\frac{1}{2}$  to 2 km. from the stream.
- 29 **Kantsa**, on l. bank of the Lelova stream flowing S., which is crossed by a bridge. About 2 km. above the bridge this stream has a subterranean course for 2 km.
- 35 Ruins of **Rogli**, r.
- 39 Road continues N., still following foot of hills, and leaving the plain enters the somewhat narrow **Viros** valley between limestone hills, keeping to r. bank of river. The valley bottom is ill drained but fertile. Maize is grown, watered by irrigation ditches. Figs and olives on the slopes. A road branches S. on the r. to **Salachora**.
- 45 **Philipiades** (Phillipiada, Luros). A small town of over 1,000 inhabitants, with a considerable market and local trade. A cart-track from Arta.
- 49 Bridge over **Viros**. Branch tracks l. to **Podagora**, 7 km. and r. to **Pandanassa**, 1 km. and the Artinos valley.
- 50 **Hagios Yani** monastery, 300 metres, 1 km. l.
- 52 $\frac{1}{2}$  **Hagios Georgios** church,  $\frac{1}{2}$  km. l.
- 53 Spring and ruins of aqueduct, r. Road enters wooded limestone gorge.
- 54 $\frac{1}{2}$  **Karaul Vafi** (military post). Valley opens l.
- 60 **Hagios Georgios** monastery.
- 63 **Panagia**,  $\frac{1}{2}$  km. l. **Kritsina**, 1 km. r.
- 66 **Han**, 180 metres. **Vulista**, 1 $\frac{1}{2}$  km. l.
- 68 **Stinos** gorge with limestone cliffs, 250 metres high. Road crosses **Viros** to l. bank by a stone bridge at a bend in the defile.
- 69 Remains of ancient fortress on cliffs to l.
- 72 **Han Viros**. Opposite, high up on the r. side of the valley, is the great Viros spring, rising in a small lake from which the water flows in a cataract down to the main stream, turning several mills; it more than doubles the volume of the Viros.
- 73 $\frac{1}{2}$  **Melihovo**, 1 km. l.
- 75 $\frac{1}{2}$  Cross a stream by bridge at **Han Delmiraga**, Olitsika mountains to l.: leave main stream and proceed up tributary.
- 76 Alt. 360 metres.
- 80 Cross divide to headwaters of main stream again. Steep and bad descent.
- Theriakisi**, 1 km. l.

- km.
- 82 Military post. Pass, alt. 650 metres. Descend into Yanina basin.
- 83 **Hagios Nikola** church, l.
- 89 **Bezani Han**, 510 metres. Village 2 km. r.
- 91 **Rapsista**, 2 km. l.
- 94 Cross low ridge separating Yanina lake from the plain.
- 95½ Church, r.
- 96½ Road comes in from **Metsovo** (see Route SALONICA-YANINA (Div. I, 2) at km. 280). *Han*.
- 98 **YANINA**, 484 metres.  
The carriage-road now runs NW. to **Han Kalivaki**, 35 km.  
In normal times a public service of motors runs from Santi Quaranta to Yanina over this stretch of road.  
Leaving Yanina the road runs down l. side of the fertile **Dioryx** valley, planted with vines and cereals. The river Dioryx drains from L. Yanina into the marshes S. of L. Lapsista; thence it follows a subterranean course SW. for about 5 km. under a block of upland to reappear as a tributary of the river Kalamas at Veltsista.
- 104½ **Besduni**.
- 106½ **Han Besduni**, r.
- 109½ Cross **Dioryx** marshes and river by a high stone dyke and a bridge. Marshes are covered with a network of canals. **Han Lykostomo** on far side. The Dioryx can be navigated by barges here. Road follows edge of Lapsista plain at foot of white limestone Michikeli mountains.
- 115 **Astaka**. Lapsista or Astaka lake, l.
- 118 Alt. 592 metres. **Petzali**, 1 km. l. Asprangeli monastery, 1 km. r., high up on mountain slope. Road now leaves the plain and climbs into small basin with a lake about 150 metres above Lapsista plain.
- 119½ **Han Dovra**.
- 125 **Han Negradez**. Alt. 569 metres.
- 125½ Cross slight divide in valley bottom. Alt. 640 metres. Gentle descent N. down tributary valley of Kalamas.
- 132 **Han Kalivaki**. (See Div. I, Route 7, at km. 70.)

## ROUTE 6

YANINA—MESSIAFOR HAN—PREMETI—BERAT, 164½ km.

An authority of 1904 says :—This is a rough hilly cart-track, some parts of which have been made into a chaussée. The route is difficult in places, but is passable for carts throughout.

For the portion between **Yanina** and **Han Kalivaki** see Div. I, Route 5, km. 95–130.

For the portion between **Han Kalivaki** and **Messiafor Han** see Div. I, Route 7, km. 70–90½, and for details between **Messiafor Han** and **Klissura** see Div. I, Route 9, km. 138½–84.

After **Messiafor Han** the route descends the **Voyusa** valley, crosses to l. bank by a bridge 8 km. above **Premeti**, and recrosses by another bridge in that town. It leaves the valley near **Klissura** and winds over high wooded ranges before descending to **Berat**.

|     |  |
|-----|--|
| km. |  |
| 0   | <b>YANINA.</b>   |
| 35  | <b>Han Kalivaki.</b>   |
| 55½ | <b>Messiafor Han.</b>  |
| 90  | <b>Premeti.</b>  |
| 109 | Road leaves the <b>Voyusa</b> valley ( <b>Klissura</b> ½ km. further down the valley) and follows the <b>Desnitsa</b> valley up its l. bank. |
|     | An authority of 1915 says that the time required from <b>Klissura</b> to <b>Berat</b> is 14 hours on horseback.                              |
| 116 | Cross a tributary to <b>Babait Han</b> .   |
| 123 | <b>Han Vinchusit.</b> Cross <b>Desnitsa</b> to r. bank, and continue to ascend, leaving the river.   |
| 129 | <b>Chafa Kitsok.</b>   |
| 132 | Cross headwaters of the <b>Proni Lavdarit</b> , flowing N., and ascend and follow a ridge.   |
| 138 | <b>Glava</b> , 1 km. SW., below road.  |
|     | Road makes long windings and continues on high ground.   |
| 142 | <b>Rahova.</b>   |
| 148 | <b>Durmish</b> (?)   |
| 151 | <b>Trpani</b> , 1 km. l.   |
| 159 | <b>Dobronik.</b>   |
| 161 | <b>Kerverni</b> in valley to west.   |
|     | Descend to <b>Osum</b> river and cross bridge to—  |

km.  
164½

**BERAT.**

Pop. 8,500 (given as 15,000 in 1900), stated in 1908 to be two-thirds Albanians and remainder principally Greek : one-half Christian and one-half Moslem. (Seat of Orthodox Bishop.)

Situated on river **Osum**, in fertile valley producing wine, olive oil, fruit and grain. The river has done great damage by flooding and leaves in summer stagnant pools which breed fever-bearing mosquitoes. River (unfordable) is crossed by good stone bridge, and there are said to be at least 7 ferries, only one taking carts, the rest 4 or 5 people only. Citadel of no military value ; no water-supply in it.

## ROUTE 7

**SANTI QUARANTA—DELVINO—HAN KALIVAKI  
MESSIAFOR HAN—KORITZA—MONASTIR, 266 km.**

An important route : it is suitable for motors all the way, though hilly in parts, especially at the beginning, and high-powered cars are essential. It enters Greek territory twice—(1) the angle at **Han Kalivaki** (km. 70) and (2) near Lake **Prespa**.

An authority of 1913 states that the road, at any rate to **Koritza**, could be traversed by motors, but that some bridges were then out of repair. The Ochrida-Monastir road, joined at km. 238 below, is excellent.

The road has been kept in order and as early as 1913 there was a service of motors to **Yanina**.

An authority of 1915 says:—Having crossed the limestone hills the road enters the plain of **Delvino**, which is broken by a number of small hills. A fine stone bridge of 3 arches over the **Kalesiotis**. **Delvino** (240 metres) is at E. end of this plain. Leaving **Delvino** the road rises with several big curves and reaches near **Han Muzina** a height of 600 metres. It then descends across a defile in the limestone rocks into the broad plain of **Drynos**. Bridge over the **Drynos** (alt. 300 metres). At **Georgioutsades** a road goes to **Argyrocastro**. The main road rises again to a little col (560 metres) a little short of **Han Delvinaki** and descends again to the valley of the **Kormos**, skirting a little lake. It then crosses the

**Kalamas** (alt. 440 metres), already a considerable stream although its source is quite close. **Han Kalivaki**. (Here the road to **Yanina** goes off r.) The road then passes by **Lyeskovik**, **Herseg**, **Koritza**, and follows W. bank of **Lake Prespa** and joins the Ochrida-Monastir road 5 km. E. of **Resna**. The road is very good as far as **Lyeskovik**. Between **Lyeskovik** and **Koritza** and in the stretch along the lake of **Prespa** there are difficult bits with sharp turns and steep gradients. The greatest height between **Lyeskovik** and **Koritza** is 1,073 metres; between **Koritza** and **Resna** 1,090 metres. The bridges are generally of wood and some require repair, but in 1913 there was no difficulty in crossing them. Greeks used this route for their supplies, and motor lorries were regularly used.

Authority of 1915 gives approximate distances (which are slightly longer than those given below, the principal difference being between **Lyeskovik** and **Koritza**) as follows:—

|     |     |                         |
|-----|-----|-------------------------|
|     | km. |                         |
|     | 0   | <b>Santi Quaranta</b> . |
|     | 18  | <b>Delvino</b> .        |
|     | 75  | <b>Han Kalivaki</b> .   |
|     | 97  | <b>Ostanitsa</b> .      |
|     | 119 | <b>Lyeskovik</b> .      |
|     | 204 | <b>Koritza</b> .        |
| km. | 298 | <b>Monastir</b> .       |

0

**SANTI QUARANTA**, a small but fair port on the bay of the same name, opposite N. end of the island of **Corfu**.

Landing must be effected in barges or boats for a distance of about  $\frac{1}{4}$  mile, and is occasionally difficult. The place consisted in 1909 of one street of dilapidated houses and one *han*. There is grave liability to malaria on the coast: no long stay should be made. Lack of drinking water, which has to be brought from wells 2 km. from town.

Road at first winds E. up the hills from the coast, rising 200–300 metres, and then turns N. and NE. to **Delvino**.

3

Bend N. up valley of **Kalesiotis**.

4

Branch track (a good horse-track throughout) turns r. and S. for **Yanina**.

It leads to **Tsuka** (5 km.); thence SE. across marshy plain at head of Lake Butrinto to **Karalibey** (9 km.; alt. 80 metres). It then ascends a spur (alt. 180 metres at  $12\frac{1}{2}$  km.), descends into the plain of the Katito river to **Murzi** ( $19\frac{1}{2}$  km.; alt. 70 metres), crosses the coastal ridge and the **Katito** river (25 km., whence the large village of

km.

Konispolis is 3 km. up valley to l.), and descends to the coast at **Sayada Bay** (29 km. ; anchorage, fort, and a few houses). Track proceeds inland across plain, ascends a spur past **Smerta** (36 km. ; 170 metres), descends to a bridge (38 km.) over a northern tributary of the Kalamas, and continues undulating to **Filiates** (42 km. ; 230 metres ; an Albanian-speaking community, with market). Then it crosses **Filotikos** river by bridge (44 km. ; 40 metres), enters gorge of the Kalamas (3 km. long), crosses plain at its head SE., and crosses **Kalamas** by ferry (52 km.) to **Minina**. Two ridges are then crossed to the broad Vuros valley and **Paramythia** (61 km. ; 40 metres ; at foot of Kurila ridge : pop. about 3,000 ; thickly populated district to S.). Road climbs ridge NE. to pass (650 metres ; 64½ km.) ; then descends valley of the **Tiria**, crossing it by bridges, and ascends a tributary to a pass (566 metres ; 91 km.), descends into the Malitso valley, and leaves it by a pass (960 metres ; 103 km.). It then descends by **Kosmira** (106 km. ; 700 metres) to **Yanina** (117 km.).

9 Cross **Kalesiotis** river by a stone bridge of three arches, and ascend valley of a l. bank tributary (Vlisi) to—

16 **Delvino**, situated on a height. Pop. about 2,000, all Greek. Alt. 240 metres.

From here to **Han Kalivaki** road is described (1914) as good. It is at first hilly, ascending to cross the ridge between **Kalesiotis** and **Drynos** (Zrina) valleys.

22 **Gurzikaki**.

28 **Han Muzina**. Alt. 600 metres. Here road reaches crest of hills above **Drynos** valley ; it then descends down sharp slopes, crossing numerous small valleys.

32 **Georgioutsades**.

An authority of 1915 says :—A very good road passable by motors goes off here along l. bank of the Drynos, passing **Goritsa** and **Gorafi**, to **Argyrokastro**. From there to **Tepeleni** (see Div. I, Route 9) there is a road passable for wheels.

(According to map it is about 20 km. to Argyrokastro and 30 km. further to Tepeleni.)



- km.  
 39 Cross **Kseria** stream, tributary of **Drynos**. Alt. 300 metres.  
 41 **Kakavia**, 370 metres.  
 44 **Han Arinista**. Cross **Fitoki** river by a bridge.  
 53 Alt. 470 metres.  
 The road follows up l. side of **Drynos** valley.  
 59 **Han Delvinaki**, 548 metres.  $\frac{1}{2}$  km. before this a track said to be passable for wheels goes off l. passing through the district of **Episkopi** to **Argyrokastro**, 35 km. (see km. 32 above).  
 Descend to—  
 62 **Zarovina** lake (less than 1 km. long), 450 metres. Large *han* (**Zarovina**) near lake.  
 65½ Cross **Kormos** river by a bridge. Alt. 398 metres. Ascend.  
 67 Alt. 455 metres.  
 68 **Dolyana**.  
 69½ Cross the **Kalamas**, which a short distance N. issues as a full stream from the hill.  
 71½ **Han Kalivaki**, 407 metres. Junction with **YANINA** road (Div. I, Route 5, at km. 132). Turn N. for **Koritza** and **Monastir**. Road continues good though hilly. It ascends and descends a spur of the **Malyi Dushku** range to—  
 80 **Alizot**. Cross ridge of **Malyi Dushku** mountains.  
 90 **Boroztin**. Here is carriage road r. to **Konitsa**, 14 km.  
 93 **Messiafor Han**. (**Melissopetra** and **Mesaria** villages near by.) Bridge. Alt. 350 metres. Here the road crosses the **Voyusa** and  $2\frac{1}{2}$  km. farther on the **Sarantoporos**. From here a good cart-track branches NW. to **Premeti**, 35 km., and to **Berat**, 109 km. (see Div. I, Route 6), or **Valona**, 138½ km. (see Div. I, Route 9).

An authority of 1913 says of the stretch between **Koritza** (see below) and **Messiafor Han**:—After leaving the col of **Kiari** we come to the wild and rocky gorge of **Elmizi**, a tributary of the **Beratit**. It is very suitable for an ambuscade, and professional brigands live in the neighbourhood. After **Elmizi** two ravines are crossed and **Kolonia** plateau is reached. The villages of **Kinam** and **Herseg** and the Bulgarian village of **Borova** are passed. From **Borova** to **Lyeskovik** is 24 km. passing through **Turnavon**. From **Turnavon** the side of the hill is climbed

km.

through woods of oak and pine. **Lyeskovik** is right on the mountain, with a tributary of the Voyusa flowing below. From **Lyeskovik** to **Messiafor Han** (Melissopetra), 15 km., the road goes over the hills and down to the valley of the **Voyusa**, where the **Sarantoporos** tributary runs in. The valley is here cultivated in gardens.

An authority of 1903 took  $8\frac{1}{2}$  hours in a carriage from **Koritza** to **Herseg** (Kolonia), road then very rough.

100 **Glina**, 567 metres. Road now winds upward over spurs of **Grammos** range.

106 **Lyeskovik**, half burnt in 1914. Alt. 949 metres.

121 **Grmeñ**,  $1\frac{1}{2}$  km. E.

124 $\frac{1}{2}$  Cross headstream of the **Longaritsa**, ascend spur to 600 metres, and descend by steep zigzags to a tributary.

133 **Barmasi**. Cross divide between **Longaritsa** and **Osum** basins and descend to—

139 **Borova**.

143 **Herseg** (Kolonia), 830 metres. About 100 houses (1903), all Moslem, on a small plain surrounded with mountains. Market. Road continues fairly level to **Selenitsa** at km. 149, where bridge over (fordable) stream needed repair at both ends in 1914.

154 **Elmizi**. Road begins winding ascent to—

158 **Kiari Planina**, 1,176 metres. (There are 2 cols here separated by a ravine.) A similar winding descent follows to the plain of **Koritza**. There are horse tracks cutting off bends in the road.

163 Alt. 913 metres.

170 **Dvoran** ('Tepejik).

177 **KORITZA** (or **Koritsa**; Turk. **Gurije**).

Pop. 10,000, principally Albanians and Vlachs and a few Bulgarians. About one-third were Moslems (1903). Alt. 835 metres. An attractive and prosperous town situated at the E. edge of a fertile plain ringed with mountains trending N. to **Lake Malik**, which is drained by the river **Devoli**. Granite and limestone quarries. An inferior quality of coal is also to be found in the hills around. The town is healthy and has a good water-supply.

From **Koritza** to **Monastir** is a good chaussée. Continue NE. across plain. Several bridges over streams. In normal times there is a motor service.

An authority of 1913 states: 'If in occupation of **Koritza**,

km.

defence against attack from S. and N. would be on following line successfully held for 6 weeks against a force outnumbering the defenders by 20 to 1): **Tsangofi** (near km. 188, below), mountain guns controlling **Biklishta** road (see km. 188 below), infantry line along **Devoli** river as far as **Grammos** (1,450 metres); from Grammos hold a line **Butka-Selenitsa**. From **Butka** the main road from **Herseg** may be controlled. A mountain gun at **Psaretsi** and one at **Butka** controls the whole road. As a secondary line there are four defiles easily controlled by machine guns (Morova hills). Machine guns also at **Floki** and **Rahova**.

187 **Plyasa**. A track branches l. to **Lyubanishta** on Lake Ochrida (see Div. I, Route 11 at km. 52), 27 km. (about 5 hours on horseback).

188 Alternative route to **Monastir** (100 km.), *via* **Biklishta** (15 km.) and **Florina** (70 km.), and to **Kastoria** (68 km.; see Div. I, Route 2, branch under km. 170½), runs through fairly easy country. Not suitable for motors. Villages burnt all along the country in 1914. At 13 km. along this route, a track strikes NE., and keeping E. of Lake **Prespa** through the villages of **Zagradets**, **Drenovo**, and **Nekolek**, joins the **STRUGA-MONASTIR** road (Div. I, Route 12, at km. 193), and so to **Monastir**.

190½ Cross **Devoli** river. Good stone bridge, narrow: carts pass one at a time.

191½ **Han Zvezda**, 841 metres. Here begins winding ascent of—

196½ **Prevtis**, 1,090 metres. Descend into a depression and reascend to 1,046 metres; then descend again, leaving **Leshka** village below on right, and beyond it a deep bay of Lake **Prespa** (857 metres), to the W. shore of which the road now runs parallel, at 2-4 km. distance.

208 Alt. 1,046 metres. Descend winding road to—

214 **Goritsa**, 857 metres, on a bay of Lake **Prespa**. From here ascend crossing neck of **Vakufche** promontory (947 metres); then descend to lake shore again at—

222 **Han Steña**, 857 metres. Road now runs along shore, at foot of the steep **Galichitsa** ridge.

231 **Dupeni**. Leave shore of lake, and continue NE. across plain at its northern end.

|     |   |
|-----|---|
| km. |   |
| 237 | <b>Kozyak.</b>  |
| 238 | Alt. 904 metres. Junction with road STRUGA—OCHRIDA—MONASTIR (Div. I, Route 12, at km. 193). Continue along this to— |
| 266 | <b>MONASTIR.</b>  |

## ROUTE 8

VALONA—BERAT—KORITZA

WITH BRANCH BERAT—ELBASAN

As far as Berat there are two routes :—

(A) *Via Pitsari,*

(B) *Via Fieri.*

The authority for the first (1914) was concerned with military operations in the country. The authority for the second is W.O. Military Report on Western Turkey in Europe, 1906, the authority for this particular route being dated 1904. The first is the regular route to **Berat**. It follows telegraph and telephone lines, and there is an exchange at **Selenitsa**. A mounted man may leave **Valona** in morning and reach **Berat** at night. Guns have been conveyed on horses by both routes.

(A) VALONA—BERAT *via* PITSARI AND KERVENI

An authority of 1914 says :—From **Valona** to **Pitsari** is drivable, and the road could be improved for motors. There is a ferry at **Pitsari** across the **Sushitsa**. (There are four other possible ferries. To S. (1) at **Lubōña**, (2) 1 km. farther S. To N. (1) at **Bunavia**, (2) at **Kesar** on the **Voyusa**.) There were, however, only about a dozen ferry boats in all, and many of these were destroyed. Cavalry can ford except in high floods. From the **Sushitsa** to **Selenitsa** the road is also drivable and could readily be improved. From **Selenitsa** to **Berat** is an easy mountain track. Guns were taken over on horseback. It is not possible for wheeled traffic. The approach to **Berat** is down the bed of the **Proni Flashnikut**, and **Berat** is reached over a long, good bridge for wheeled traffic over the **Osum** (called **Semeni** in its lower course).

An authority of 1915 says that this route takes 13 hours on horseback.

It is usually followed by caravans in winter, when route (B), below, is liable to be flooded.

km.

0

**Valona**, landing-place.

2

**VALONA.**

Pop. 6,500. The town lies in olive gardens some 2 km. from the coast. The bay affords very good anchorage. It is the best harbour on the Albanian coast. It is protected by the island of **Saseno** and by Cape **Glossa**. In ordinary times regular steamers visited it from Trieste, Brindisi, &c., as well as many small Greek and Turkish coasters. There is a station of the telegraph line and cable Otranto to Constantinople.

The surrounding district is mainly agricultural and pastoral, producing oats, maize, cotton, olive oil, cattle, sheep, &c. Bitumen is also worked and exported.

There are malarial marshes along the coast.

Road turns NE., and proceeds over a low saddle and down to—

11

Ferry over **Sushitsa** to **Pitsari**. Alt. 30 metres.

14½

**Armeni**, centre of bitumen district. Route now mounts the **Treblava** hills.

16

**Selenitsa**, 270 metres. This is reported as a good place for camping, with very good water.

18

Ferry over **Voyusa** to **Selishti**. There is said to be another ferry at **Dubkan**, 4 km. W. of **Selishti**. Boats were (1914) kept above village, and if necessary taken down stream and up **Sushitsa** to **Pitsari**. 7 or 8 horses to one boat. River liable to alter channel. Deepest part (normal) 12–14 feet.

From **Selishti** climb ENE. out of valley over hills with dense scrub in parts (plenty of cover) by wide and easy mountain track (horses only) to—

28

**Ndrenova**, 620 metres, at summit of Chafa Visit pass. Strongly built monastery with some accommodation, shade, grass, good water, a market and some supplies. Good horse track, without difficulty, descends into valley of **Yanitza** and up it. Cross it near **Han Arositani** and follow up r. bank.

42

**Ura Sel.**

47

**Sifia**, 719 metres. Descend into the valley of the **Proni Plashnikut** and for the last 3 km. follow river bed.

Map shows a track from **Sinya** reaching the **Proni Plashnikut** near **Velebishti** village, and authority of 1915 says there is a bridge over the river.

55

**BERAT.**

(B) VALONA-BERAT *via* FIERI

The route *via* **Fieri** passes at first along the east side of the lagoon of Valona, which lies to the north-west of the town of Valona, and is a shallow brackish sheet of water surrounded by malarial marshes. The old track is usually very muddy, and sometimes it was better to go through the shallow water of the lagoon, where the bottom is firmer.

The Italians, however, during their occupation of Valona, have constructed (according to a report of January 1916) a good motor road from the port of Valona to the town, and from the town to **Drizit** on the Voyusa. A light railway runs parallel with the road as far as Mifoli. The road runs along the slope of the hills above the marshes, and is slightly longer than the old track. It is being metalled and is thoroughly well constructed. Bridges were temporarily constructed of wood, but are being permanently constructed of masonry. At the crossing of the Voyusa there is a pontoon bridge, and from here to Fieri the road has been improved.

Beyond Fieri the track leads over the plain of the Muzakya. It is liable to be flooded in winter. It is passable for wheels between Fieri and Kumani; from Kumani to Pobrati it is a horse-track only; from Pobrati to Berat it is again fit for wheels. From Fieri to **Berat** is reported by one traveller to be about 8 hours' journey on horseback. There are dangerous marshes in the Muzakya plain, and a guide is necessary.

km.

|     |   |
|-----|---|
| 0   | <b>VALONA.</b> Road skirts marshes along coast (lagoon of Valona) N. of town.   |
| 4   | <b>Arta.</b>  |
| 7   | <b>Goritsa.</b>   |
| 13½ | <b>Tserkovina.</b>  |
| 14½ | <b>Skrofotina.</b>  |
| 18½ | <b>Mifoli.</b>  |
| 21½ | <b>Novosela.</b>  |
| 22½ | <b>Drizit.</b> Cross river <b>Voyusa</b> (pontoon bridge): <b>Feras</b> village on further (r.) bank, 1 km. downstream. This is 12 km. E. from mouth of Voyusa. |
| 28  | <b>Levani.</b> Ascend to cross <b>Peshtan</b> spur of <b>Mala Kastr</b> a hills. Descend to—  |

km.  
36

**Fieri**, a large village with a well-built market place, on the **Yanitsa**, tributary of Semen river. Turn E. and cross river skirting S. edge of **Muzakya** plain (partly marshy) which is watered by the lower Semen.

The authority referred to above appears to have kept closer to the river than does the route detailed below.

44

**Zareza**. Cross **Buvalitsa** tributary of Semen.

51

**Kumani**. Continue ENE., crossing several streams and marshy ground and passing some small villages.

54½

**Roskovets**.

59

**Kalfani**.

61

**Pobrat**.

62

Ascend from plain, crossing spur of hills. A fair metalled road, made under the direction of Essad Pasha, is presently followed to Berat.

From altitude about 120 metres, descend to **Osum** river and cross it by—

71

**Ura Hassan Beyut** bridge, 3 km. above the point where it joins the **Devoli** to form the **Semeni**. Continue up the **Osum** valley.

76

Road to **Elbasan** diverges l. and N., as follows. It is a fairly easy track over the hills and then down into the **Devoli** valley tributary of the **Semeni**. It then follows up l. side of **Devoli** valley and then over the divide into the **Shkumbi** valley. A few small villages. Horse track, not fit for wheels.

An authority of 1903 says:—Left at 6 a.m. and soon reached the **Devoli**, a tributary of the **Semeni** River, and followed its l. bank. About a quarter of the land is cultivated. The **Devoli** was forded (the horses just not having to swim) close to a ruined bridge. Then along a fair track with **Elbasan** in sight over an extensive plain, then over the **Shkumbi** by a bridge and into **Elbasan** at sunset.

km.

0

**Berat**, 68 metres.

12

**Petrondi**.

25

**Selitsa**.

33

**Slovyen**.

36

**Gostima** (from here a track runs SE. up **Devoli** valley and then up one of its tributaries to **Moskopolye**). (See km. 128 below.) Cross **Devoli** (horse ford: no ferry) and continue N. to cross divide between this valley and **Shkumbi** valley.

|     |    |  |
|-----|----|--|
| km. |    |  |
|     | 43 | <b>Murikyani.</b> Follow up l. bank of Shkumbi.  |
|     | 55 | Cross <b>Shkumbi</b> by good bridge of 12 arches; hence straight road across plain to— |
|     | 57 | <b>Elbasan.</b>  |
| 81  |    | <b>BERAT.</b> Alt. 68 metres. Join route (A) above.                                    |

## BERAT—KORITZA

Authority 1914. Distances from Austrian Staff Map, 1 : 200,000. From **Berat** up the River **Osum** to **Gradishta** is passable for wheels. From **Gradishta** there is a very good mountain path fit only for horses round the N. of the densely wooded mountain **Tomoritsa Maya** (2,418 metres: distinguished by its three peaks from great distances, e. g. **Elbasan** and **Moskopolye**) and down into the **Tomoritsa** valley (3 km. wide). The track follows up the l. side of the valley for a few km. The river is crossed a few km. below **Tomoritsa**, and a hill is climbed, passing **Leskova** to a Turkish blockhouse at the summit, 1,400 metres. Thence over the hills to **Protopapa**, from which there is a steep drop into **Kelizoni** valley. Here there is good camping-ground. From here there is a steady rise over heavy ground to **Moskopolye**. From here there is a driving road down from the hills and over the plain to **Koritza**.

From Valona,

route (A)

|     |  |
|-----|--|
| km. |  |
| 55  | <b>Berat.</b> Follow SE. up r. bank of <b>Osum</b> .             |
| 66  | <b>Gradishta.</b> Turn NE. up a valley. Alternatively, go S. of  |
| 71  | mountain by <b>Kapinova</b> to <b>Tomoritsa</b> river (20½ km.). |
| 75  | <b>Peshtyan.</b>   |
| 80  | <b>Tomori.</b> Thence round lower spurs of Mount <b>Tomor</b> ,  |
|     | crossing water-courses.  |
|     | Summit, about 1,300 metres. Road bears ESE.                      |
| 87  | <b>Tomoritsa</b> river. Proceed 3 km. up its l. bank.            |
| 90  | Ford the river, which splits in the dry weather into many        |
|     | small shallow channels. Over hills to—                           |
| 95  | <b>Leskova.</b> Road bends NE. and ascends.                      |
| 100 | Blockhouse, 1,400 metres. Summit of <b>Chafa Guri Prere</b>      |
|     | (pass). Good water. Wooded and grassy country. Four              |
|     | paths meet here which the blockhouse commands. Good              |
|     | springs 1½ km. E. of and below blockhouse.                       |
|     | Turn E. Descend steeply to a stream, cross it, and               |
|     | ascend <b>Chafa Kumuls</b> (pass) to—                            |



From Valona,

Route (A).

km.

- 106 **Dushari.** Continue E. over hills.
- 113½ **Protopapa,** which commands valley from a height. Sharp descent.
- 116 **Kelizoni** stream, flowing N. into **Devoli** river. Excellent water and camping-ground in Kelizoni valley.  
Continue over hills ESE. over rocky track, mostly rising, to—
- 128 **Moskopolye,** 1,147 metres. Many Roumanians here. Wealthy town, largest, except Berat, on road; situated in a well-cultivated basin.  
Here a track comes in from Elbasan and Gostima. See under Berat above.  
Continue E. Well cultivated from here on.
- 131 Alt. 1,236 metres. Winding descent.
- 137 Plain begins. Cultivation.
- 146 **KORITZA.**

## ROUTE 9

VALONA—PREMETI—MESSIAFOR HAN, 138½ km.

(FOR KORITZA AND MONASTIR)

There is a track from **Valona** up the **Voyusa** valley to **Messiafor Han**, where it joins the road **SANTI QUARANTA—KORITZA—MONASTIR** (Div. I, Route 7). Parts of it have been constructed as a road suitable for wheeled traffic, and are so shown on an early Austrian map, but not on the Austrian Staff Map of 1914 until **Tepeleni** is reached. It crosses numerous streams. The condition of the bridges should be ascertained. A traveller in 1903 reported most of the bridges broken down, and the general condition of the road inferior. In 1915 it was described as a good horse-track (time, 14 hours) from Valona to **Tepeleni**; thence as a road passable for wheels (poor as far as **Klissura**, the bridges between Klissura and Premeti being in moderate repair. This is the old trade route from Valona to the interior.

The following distances are from Austrian 1:200,000 maps of 1908-14:—

- km.  
0 **VALONA** town. Road goes E. for about 7 km. and then bears SE. and afterwards S. up the Sushitsa valley.
- 12 Cross **Sushitsa** river by **Hamidie** bridge and turn N. along r. bank.
- 17½ Cross **VLAINA** tributary by **Piskupi** bridge. Bear E. and upward to the high plain of Goritsi. Telegraph line comes in from Valona and follows the track to Premeti.
- 32½ Descend and bear SE. into valley of **Voyusa**.
- 39 **Skoza**. Follow up l. bank of **Voyusa**. An alternative track fords river and mounts from r. bank by a series of zigzags cut in the limestone, and descends again to the valley near **Tepeleni**, the **Voyusa** being crossed by a stone bridge before that place is reached.
- 52 **Martolosi**, 2 km. S.
- 60 **Mamaliaga**, ½ km. W.
- 66½ **Tepeleni** (alt. 195 metres), 2 km. below the confluence of the **Drynos** and the **Voyusa**. It is surrounded with walls and stands on a high plateau surrounded with lofty mountains. In 1903 there were 70 houses of Moslem Albanians, 30 of Christians, and about 100 of gipsies.
- Routes :
- (i) A track N. to **Berat**, about 55 km.
- (ii) A road fit for wheels goes S. up the **Drynos** valley to **Argyrokaastro** (40 km.) whence there are :—
- (a) A motor road 20 km. to **Georgioutsades**. See Div. I, Route 7, at km. 32.
- (b) A cart road to (35 km.) Han Delvinaki. See the same route at km. 56.
- Cross river by bridge (condition doubtful). Alt. 120 metres. Follow up r. bank.
- 72 **Dragoti**.
- 84 **Klissura**, alt. 171 metres. Here the river is in a gorge. High above it is a great *Konak*.
- Cross the **Desnitsa** stream. Between **Klissura** (the gorge) and Premeti several tributary streams are crossed.
- 84½ Road **YANINA-BERAT** (Div. I, Route 6) goes off l. and N.
- 103 Cross to l. bank and into—
- 103½ **Premeti**, alt. 242 metres. Pop. (1903), 7,000. A clean, well-built town on **Voyusa**, which here runs through a gully, and is crossed by an old stone bridge. Three mosques, three churches, and Moslem and Christian schools.

- km. Here a track goes up r. bank of Voyusa, 5 km., turns l. up the Langanitsa gorge, and crosses the **Chafa Zarkani** (1,456 metres). It is said to join the **SANTI QUARANTA-KORITZA** Route at village of **Borova** near **Herseg** (Div. I, Route 7, at km. 135). The Austrian map shows it joining 5 km. SW. of **Borova**.
- 112½ **Petrani.** From here to **Messiafor Khan** the road passes through continuous cultivation.
- 118½ **Furka.** Cross to r. bank by a bridge.
- 136 Join **SANTI QUARANTA-MONASTIR** road (Div. I, Route 7). Turn S. over **Sarantoporos** bridge and follow river down to its junction with the **Voyusa**: follow up **Voyusa** and cross it by a bridge to—
- 138½ **Messiafor Han.** (See Div. I, Route 7, at km. 93.)

## ROUTE 10

**SANTI QUARANTA-VALONA**, 111 km., AND  
**VALONA-DURAZZO**, 126½ km.

### (A) SANTI QUARANTA-VALONA

From **Santi Quaranta** to **Valona** there are only tracks over difficult country.

- km.
- 0 **Santi Quaranta.** Follow **Delvino** road (Div. I, Route 7).
- 3 Branch l. and N. from **Delvino** road, following tributary of **Kalesiotis**.
- 7 **Vromero.** Continue to head of valley at—
- 14 **Nivitsa Bubarit.** Follow west side of coastal ridge.
- 21 **Lukovo.** A track from **Santi Quaranta**, which has followed the steep and broken coast, joins here.
- 24 **Pikernion.** The coast continues steep and rugged, and is followed more or less directly by a winding track crossing numerous ravines and connecting a number of small coastal settlements. It ultimately strikes inland and crosses the coastal ridge by the **Logara** pass (607 metres), 5 km. from **Dukati**, where it rejoins the track described below, which from **Pikernion** runs at a higher level.
- 30 Turn inland (N.) up a valley to—

|     |   |
|-----|---|
| km. |   |
| 32  | <b>Borsi.</b> Cross stream and continue up valley to—   |
| 36  | <b>Jore.</b> Flera is 2 km. E. across valley.   |
| 40  | Cross pass (about 1,100 metres) into basin of the <b>Sushitsa</b> , and crosses numerous streams and spurs, NE. spurs of the coastal range, <b>Mali Chika</b> . |
| 61  | <b>Vranishta.</b> Ascend <b>Hanbof</b> tributary of the Sushitsa.   |
| 69  | <b>Trbachi.</b>   |
| 73  | <b>Shinjertsit</b> pass, about 800 metres. Descend Dukati stream to—  |
| 79  | <b>Dukati</b> , about 400 metres.   |
| 81  | Cross a col (544 metres) and descend into <b>Grjina</b> valley.   |
| 86  | <b>Trayas</b> , 402 metres. Descend to coastal plain at head of Valona Bay.   |
| 94  | Reach coast and follow it N.  |
| 109 | <b>Valona</b> , landing place.  |
| 111 | <b>VALONA</b> town.   |

## (B) VALONA-DURAZZO

As far as **Fieri** the route has been improved, thanks to the construction of a new road during the Italian occupation of Valona, as described in a previous itinerary (Div. I, Route 8, B). Beyond **Fieri**, as will appear from the itinerary below, there is a choice of routes, as far as the crossing of the **Shkumbi**, over difficult, marshy and unhealthy country. Over the **Semeni**, between its mouth and **Kuchi**, there are ferries at **Libovtsa** (Petosan), **Petova** (Muyali), **Brustar**, **Yagodina** and **Zhelezhani**, and there used to be one at **Kuchi** itself (reported not working in January 1916).

|     |   |
|-----|---|
| km. |   |
| 0   | <b>VALONA</b> town. For the first 36 km. see Div. I, Route 8 (B) <i>via Fieri</i> . |

|    |               |
|----|---------------|
| 36 | <b>Fieri.</b> |
|----|---------------|

Northward of **Fieri** in the direction of **Durazzo** the coastal plain is interrupted by a broken spine of hills running N. from the bend of the **Semeni** N. of **Fieri** where the **Yanitsa** joins it. E. of the central part of this spine is the **Terbuf** Lake, with marshy shores and no definite outlet. S. of this lake the lowland is intersected (on the maps) with numerous tracks and is fairly well populated; from the lake northwards it is not so.

This lowland is so marshy that the journey across it is not without danger, and guides are necessary. It is

km.

possible to cross the Semeni at one of the ferries mentioned above, and to proceed either E. or W. of Lake Terbuf. By the eastern route, the village of Lyushna will be reached. It may be found preferable to proceed along the l. bank of the Semeni, crossing it at Kuchi, and this is the itinerary tentatively followed below. The direct routes from Fieri to Lake Terbuf could only be rendered fit for heavy traffic by difficult construction and metalling through the marshy tracts.

Leaving **Fieri**, this track goes NE. to strike the **Semeni** and continues up its l. bank past—

45 **Belina**, and—

46½ **Yagodina**, to—

49 A point near **Chermathani**, where (according to the Austrian map) the cart-track continues E. to **Suka** and the **VALONA-FIERI-BERAT** Route, and a horse-track continues near river, passing **Chermathani** and other small villages to—

61 **Kuchi**.

From **Berat** to **Suzezi**, about 3 km. SE. of **Kuchi**, there is a fair metalled road constructed under the direction of **Essad Pasha**. It crosses the **Osum** (which by its junction with the **Devoli** forms the **Semeni**) by the **Ura Hassan Beyut** bridge, and proceeds above the level of the valley bottom. (Compare Div. I, Route 8 (B), at km. 62.) There are dangerous marshes along the river, and there is no possible route along the r. bank, which would avoid the crossing, although there is a ferry over the **Devoli** (which is not fordable) at **Kozara**, just above its confluence with the **Osum**. The authorities at **Lyushna** were reported in January 1916 to have under consideration the construction of a road to **Suzezi**.

The Austrian Staff and other maps mark a bridge over the **Semeni** at **Kuchi**, but this was reported not to exist in January 1916.

72 **Lyushna**, large village, in valley of stream of same name, an affluent of **Lake Terbuf**.

From **Lyushna** to the **Shkumbi** the route could be rendered passable for guns with perhaps a fortnight's labour.

77 **Golemi**, 1 km. r. Route descends to plain SE. of **Lake Terbuf**, and according to Turkish map degenerates into a 'goat-track'.

|      |   |
|------|---|
| km.  |   |
| 82   | <b>Han Dushku.</b><br>Skirt spurs of hills.   |
| 90   | <b>Cherma-bichakāi.</b> Cross River <b>Shkumbi</b> by an easy ford.   |
| 95½  | Join <b>DURAZZO-KAVAYA-PEKIN-ELBASAN</b> track close to<br><b>Goasa Han</b> (see Div. I, Route 12 (B) at km. 30). |
| 106½ | <b>Kavaya.</b>  |
| 109½ | Cross Kavaya stream by a bridge.  |
| 117½ | <b>Han Shkam.</b> Track is not metalled : follow round bay<br>N. over flat ground.                                |
| 126½ | <b>DURAZZO.</b>   |

## ROUTE 11

## KORITZA—OCHRIDA VIA POGRADETS

An authority of 1914 says there is a good motoring road from **Koritz**a to **Pogradets**, and from there to **Ochrida** a difficult hilly track by the E. side of Lake Ochrida, for horses only (authority 1914) : just passable for wheeled traffic (authority 1904).

An authority of 1899 who crossed Lake Ochrida by boat from **Ochrida** to **Pogradets** thus describes the country from Pogradets to **Koritz**a.

It is an undulating hill country (average height 3,000 feet) as far as the end of Lake **Malik**, with several considerable villages dotted over it, viz. Cherava, Chaushli, Sovyani, Malik, Krastafilak, in order going S.

**Malik** is at the W. outlet of the lake, and the stream is here stated to be called **Malik**, and not Devoli till much lower down : the Austrian map 1 : 200,000, however, applies the name of Devoli here. The plain with the lake in its midst joins the great Koritz plain, of which it forms a north-westward continuation. The N. end of the lake is filled with gigantic reeds, leaving only a line of water in the middle. The shores are choked with these reeds, which rise from 10 to 25 feet in height. On the plain there is much cultivation of maize, pumpkins, melons, and pepper.

|     |   |
|-----|---|
| km. |   |
| 0   | <b>KORITZA.</b> Over the plain N. by W. to—                   |
| 13  | <b>Malik.</b> Cross Devoli by a bridge just beyond it.        |
| 17  | <b>Sovyani</b> , on <b>Malik</b> lake. The country is marshy. |

- km.  
24 **Chausbli**, 2 km. 1. Road runs E. for 1 km. ; then N. and NE. over a pass.  
29 Road turns NW. over another low pass.  
31 **Cherava**, 1 km. E. in valley of river of same name. Road rises steeply on N. bank and crosses an eastern spur of the Mokra Planina at a height of 1,000 metres. It descends in zigzags NW.  
42 **Pogradets**, 687 metres, at S. of Lake **Ochrida**. Pop. about 1,800.

From **Pogradets** a rough track follows W. shore of Lake **Ochrida** to **Struga**, 34 km., joining the road **DURAZZO-ELBASAN-STRUGA-OCRIDA** (Div. I, Route 12). Authority of 1914 says that this is possible for wheeled carts. It follows the beach, but in E. wind surf renders it impassable. An early authority gives the following intermediate places and times—**Mumulishta**,  $\frac{3}{4}$  hr. ; **Udunishta**,  $1\frac{1}{2}$  hr. ; **Piskupati**,  $2\frac{1}{2}$  hrs. ; **Lin**,  $3\frac{1}{2}$  hrs ; **Radozhda**,  $4\frac{1}{2}$  hrs. ; **Kalishta** monastery,  $5\frac{1}{2}$  hrs. ; **Struga**,  $6\frac{1}{2}$  hrs. (The times were taken in the reverse direction.)

From **Pogradets** the present route follows the S. and E. side of the lake. An early authority gives the time from **Pogradets** to **Sveti Naum** as 1 hr. 25 mins. ; **Lyubanishta** 1 hr. 55 mins., and **Ochrida** 6 hrs. 10 mins.

- 49 Monastery of **Sveti Naum**, 713 metres.  
52 **Lyubanishta**. Branch track S. to **Plyasa** (Div. I, Route 7, at km. 187).  
56 Alt. 880 metres.  
64 **Bogoroditsa** church.  
77 **OCRIDA**, 700 metres. (See Div. I, Route 12, at km. 153.)

## ROUTE 12

**DURAZZO — ELBASAN — STRUGA — DIBRA. — TETOVO**  
**(KALKANDELEN)—ŪSKŪB (SKOPLJE), AND STRUGA—**  
**OCHRIDA—MONASTIR**

Between **Durazzo** and **Elbasan** there are two routes :—

(A) *Via Tirana.*

(B) *Via Pekiñ.*

## (A) DURAZZO—TIRANA—ELBASAN

This road is fit for motors from **Durazzo** to **Tirana**, but bad in wet weather. From **Tirana** to **Elbasan** is described by an authority who was over the route in 1914 (summer), and by other authorities, as an exceedingly difficult mountain track. Another authority says it is impossible in its present state for wheels except for last 8 km. into **Elbasan**, but that it could without much delay be improved if a sufficient number of labourers were employed.

Another authority (1913–14) says :—From **Tirana** to the foot of pass (i. e. about half-way to **Elbasan**) is at present passable for wheels. The road then climbs rocky mountain range and dips suddenly. This is an extremely difficult piece of track.

An authority of October 1915 says :—From **Durazzo** to **Tirana** is a good road passable by motors. There are several bridges. The most important are those over the **Arzen** and the **Lyane**. It is liable to floods in heavy rain. From **Tirana** to **Elbasan** is a very bad path, only passable by pack animals with light loads.

An authority of 1912–13 says that owing to the bridges requiring repair it was not possible to drive all the way to **Tirana**.

km.

0

**DURAZZO.**

Pop. 6,000. The population consists of Gheg Albanians, Turks, and Greeks. **Durazzo** lies S. of Cape Pali, and is surrounded by trees and ruins and by a crenelated wall. The town is built on the slope of Mt. **Durazzo**, and stretches down into a picturesque valley running S. From Cape **Durazzo** N. to Cape **Laghi** S. the length of the bay is 18 km. To the N. reefs and shoals protect the anchorage, which is in front of the town with depths of 6 to 12 metres. W. and SW. winds raise a considerable sea. Some wooden



km.

quays afford accommodation at their end for small boats in 2 metres of water. There is a light visible for 22 km. The extremities of the bay, Capes Durazzo and Laghi, form the only exception to the general type of low shore bordered with shallows usual on this coast. The coast affords no shelter for shipping for a considerable distance. The harbour is liable to silt. S. of Durazzo behind the sandy beach is a wide extent of deserted plain intersected by marshes and extensive lakes. The coast land is very unhealthy owing to marshes.

Durazzo is undoubtedly the most important port of Northern Albania. It is served by the Austrian Lloyd and Puglia lines, and has sometimes as many as 30 ships in its bay at the same time. In 1880 a small village, Durazzo has to-day 6,000 people. There are a Greek and a Catholic Archbishop. In summer Durazzo suffers a good deal from malaria and flies. The water supply is poor, drawn from wells. The harbour used by the Venetian galleys still exists, but it is doubtful if there is room in it for half a dozen torpedo boats.

A viaduct 750 ft. long carries the road across the neighbouring marshes.

Road runs E. across N. end of bay over low sandy hills, with stretches of reedy marsh between.

4½

Leave the plain and ascend.

6

Descend into **Arzen** valley.

10

Cross **Arzen** river (50 metres wide with banks 5 or 6 metres high) to **Bazar Shyak** on farther side. Large wooden bridge requires strengthening. Cross a spur.

19

**Pigza**. Alt. 49 metres.

21

Road bends SSE. Village of **Preza**, 3 km. N. Follow l. side of **Lumi Tirans** valley crossing some small tributaries.

35½

**Tirana**.<sup>1</sup>

Pop. 12,000. A flourishing town, surrounded by trees and gardens, in a rich cultivated district. Streams run down the centre of the cobbled streets. There is a ruined citadel. NW. of the town vines, olives, maize, and wheat are cultivated. On the wooded ranges E. there are sheep pastures.

<sup>1</sup> The following details are from an authority who made the journey from **Tirana** to **Elbasan** in October 1913. He made the journey in two stages, broken at **Han Krabe**. He describes the route as a mule-track, bad in the latter portion.

km.

37

Cross **Lyane** stream. Ascend.

39

**Teke Derovishit**, 189 metres.

The altitudes are those given by the traveller from observations which he made. They do not agree with the map.

## TIRANA—HAN KRABE

Fairly good track likely to be difficult after rain.

hr. min.

0 0

**Tirana**. Camp at S. of town (96 metres).

1 0

Commanding height 300 metres l. (188 metres).

Track passes through a group of houses and follows a crest separating two valleys.

1 30

Begin to descend.

1 35

Cross r. bank tributary of **Farka** in a narrow ravine: stone bridge, 1 arch (alt. 110 metres).

1 40

Cross r. bank tributary of **Farka** smaller than the last. Small bridge of stone and wood.

2 5

Ford **Farka**, r. bank to l. bank. Stone surface of track in bad condition.

2 25

Barrack and fort of **Pertreyla**, r. (173 metres).

2 35

**Muleti**: groups of houses; huge trees.

2 40

Ford r. bank tributary of **Arzen**, shingle bed (119 metres).

3 0

Ford **Arzen**, 20–30 metres wide, in a shingly bed 200 or 300 metres wide. The ford was half-way up to a man's knees (alt. 116 metres).

3 45

**Brzhita** (Bregi), cottages. Moslem tomb and mosque, r. (153 metres).

3 50

Descend into valley of **Arzen**. Follow up valley for some time; then ascend heights on l. bank. Parts of the track are over rock. Very bad after rain.

4 15

Spring, r., farm, l. (182 metres).

4 35

Spring, r.

4 45

Cross a torrent, l. bank tributary of **Arzen**, by a stone bridge (alt. 199 metres). Before and after the bridge, bad rocky piece of track.

5 15

**Han** with a red roof; deserted (211 metres). Steep climb with zigzags: stone surface of road in good order.

5 40

Ford l. bank tributary of **Arzen** (225 metres).

5 45

**Han Krabe** (254 metres). Camp pitched in very suitable meadows.

## HAN KRABE—ELBASAN

Many difficult bits, probably impassable in wet weather.

hr. min.

0 0

**Han Krabe**. Very difficult climb. Parts very steep over slippery rock: probably impassable after heavy rains. 150 metres above the camp is a little ledge where one can rest.

1 15

Col of **Kraba** (586 metres). A track goes r. and SW. Difficult ascent: narrow track over rock.

1 30

Ford a stream. Alt. 528 metres.

1 40

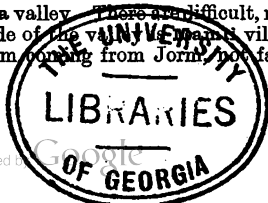
Ford a stream. Alt. 472 metres.

1 55

Track bends and runs through a hollow in the rocks. It then follows a crest which skirts the E. side of **Kusha** valley. There are difficult, narrow, stony bits of track. On the other side of the valley is **Ymer** village.

3 15

A flat space on r. bank of a stream coming from **Jorn**, not far from



km.

41 Military post.

43 **Muleti**, 194 metres.44½ Cross **Arzen** river and proceed up l. bank in a ravine with sheer cliffs.47 **Brzhita**.48½ Leave the **Arzen** and proceed up l. bank of **Murdar** tributary.52 **Han Kraba**. Leave stream and ascend (by zigzags) in a SE. direction.55½ **Krabe** pass, 640 metres. Military post. Descend by very steep rocky track with zigzags into—57 **Kusha** valley, tributary of **Shkumbi** river. Follow l. bank S. **Jorm**.

60 Alt. 184 metres. Serbian carriage road to Elbasan.

63 Leave **Kusha** valley and proceed over steep hills, and 2 km. farther follow tributary down for 3 km. After 2 km. over plain reach—70 **ELBASAN**.

Pop. 12,000. Rather more than half are Moslems. Alt. 131 metres. The town is situated in a wooded country in the middle of a fertile plain, and is surrounded by gardens. It has an excellent water-supply and good climate. It is divided into three quarters: in the centre inside the ruined castle are found Christian Albanians; round the outside of the castle are grouped the much more numerous Moslem Albanians, and beyond them again are some Vlachs.

Elbasan is fairly prosperous: plenty of room for billeting: good public buildings: supplies fairly plentiful.

(Join Route B below.)

hr. min.

its junction with the **Kusha**; cottage l. of track (alt. 189 metres). Track follows l. bank of **Kusha**.

3 40 Stone hut, r., 183 metres.

4 10 Cross l. bank tributary of **Kusha** in a stony ravine, no water in it. Alt. 162 metres. Winding climb up side of the mountain which forms E. side of **Kusha** valley. Narrow and crumbling stretches of road which would be dangerous after rain. Descent: then ford a stream: then a climb similar to that just described.

4 55 Col. from which the valley of Elbasan can be seen. Alt. 272 metres. Descent.

5 30 Spring, l. Alt. 177 metres. Cross a dry stony valley.

6 10 Reach a meadow 700 metres from the entrance to Elbasan; alt. 94 metres.

6 20 **Elbasan**.

## (B) DURAZZO-PEKIÑ-ELBASAN

This track is a good one for pack animals. Guns were taken on horses this way in 1914. With little trouble it could be made passable through its whole length for country carts; indeed, one writer says country carts actually pass over this route in 4 days from Durazzo to Elbasan and in 3 days in the reverse direction with a load of 300–400 kilogrammes, while another authority states that three or four thousand men could easily turn it into a road in two or three months. As far as **Kavaya** it is passable for carriages and could easily be made fit for motors. From **Kavaya** to **Pekiñ** is passable for two-wheeled carts with oxen, but not for carriages. This stretch keeps the foot-hills. It crosses several shallow streams. No bridges. The route is more difficult in wet weather. From **Pekiñ** to **Elbasan** follow the **Shkumbi** valley. The principal obstacle is the deep gorge of a small tributary immediately E. of **Pekiñ**, which is crossed with difficulty by wheeled transport. It could easily be bridged. For 5 or 6 km. W. of **Elbasan** the country is very marshy. The **Shkumbi** is crossed and recrossed several times by fording. -

The above refers to conditions reported in 1914–15; in 1913 it was stated that ox-carts could go over whole route to **Elbasan** in summer. Bridges would have to be built over numerous streams to make this practicable in winter. Between **Pekiñ** and **Elbasan** a portion of the road, perhaps 150 yards long, which had been built out into the river, had been carried away. This could be repaired without difficulty. The track kept along N. bank of **Shkumbi** and did not ford it (but see above).

|     |  |
|-----|--|
| km. |  |
| 0   | <b>DURAZZO.</b> Follow the coast round the bay S. over flat ground. Track is not metalled.                                       |
| 9   | <b>Han Shkam.</b>  |
| 16½ | Cross <b>Kavaya</b> stream by a bridge.  |
| 19  | <b>Kavaya.</b> Troops were landed here in small boats in 1914. Track continues at foot of hills: general direction SSE.          |
| 24  | Cross <b>Darchi</b> stream.  |
| 30  | <b>Goasa Han.</b> A track goes r. and S. and leads to <b>Berat</b> and to <b>Valona</b> and the coast (Div. I, Routes 10 and 8). |
| 34  | Turn up valley of <b>Shkumbi</b> and follow up r. bank.  |
| 36  | <b>Han,</b> 21 metres.   |

|     |   |
|-----|---|
| km. |   |
| 39½ | Cross <b>Lazara</b> stream.   |
| 40  | <b>Kusi</b> , l.  |
| 43  | <b>Pekiñ</b> , 54 metres. Pop. about 2,500, mostly Moslems. The district is subject to malaria. Route continues up r. bank. |
| 45½ | <b>Chale</b> , l.   |
| 50½ | <b>Han Băich</b> . Alt. 76 metres.  |
| 61  | Cross <b>Paper</b> stream, 64 metres.   |
| 62½ | <b>Murikyani</b> on l. bank. Here the valley broadens out into a cultivated muddy plain which continues to <b>Elbasan</b> . |
| 63  | Alt. 79 metres.   |
| 73  | Cross <b>Zaranika</b> by a bridge.  |
| 74  | <b>ELBASAN</b> . (Join Route A above.)  |

ELBASAN TO STRUGA<sup>1</sup>

(Distances continued from Route A above.)

Of this stretch the following accounts have been given :—

An authority of 1899 says :—From **Elbasan** to **Ochrida** the country is very desolate and hilly. Leave the **Shkumbi** bed, climb a tortuous path up a hill 1,000 feet, then one of 1,700 feet, then by fearful sweeps and bends round precipices up to 2,300 feet. So on from

<sup>1</sup> The following details are from a journey made in October 1913. The altitudes were from observations made, and do not agree with the map :—

## ELBASAN-BABIA HAN

|          |   |
|----------|---|
| hr. min. |   |
| 0 0      | <b>Elbasan</b> . Camp at NW. entrance of town (79 metres). Leaving the town eastward, there is a very large Moslem cemetery on both sides of the road.  |
| 0 40     | Cross a ravine (88 metres): no water: r. bank tributary of <b>Shkumbi</b> : stony: a well-built stone bridge with parapet: a little further on spring l.  |
| 2 0      | Cross a stony ravine (98 metres), no water, by a little stone bridge with parapet. A little farther on a small cemetery l.  |
| 2 15     | <b>Lyabinoti</b> . Beyond the village is the end of the modern road and the beginning of the mule-track.  |
| 2 20     | Cross river <b>Triura</b> by a bridge (106 metres). The track runs along r. bank of <b>Shkumbi</b> , now descending into the pebbly bed of the river, now hollowed out in the rock on the side of the mountain. |
| 3 25     | Ford a small stream (127 metres).   |
| 3 35     | <b>Zibraka</b> , l.: and along l. of road isolated houses.  |
| 4 0      | <b>Haji Bekyar</b> bridge (alt. 134 metres): cross the <b>Shkumbi</b> by it. Then a stiff ascent.   |
| 5 20     | Col, 529 metres. Cross a deep ravine near the source of a small stream which runs into the <b>Shkumbi</b> . The track takes a very big bend in order to get round it (599 metres).                              |

height to hollow, ridge to river for  $2\frac{1}{2}$  days; the last climb being up to 4,000 feet, whence a good view is obtained of Lake **Ochrida**. The S. side of the **Shkumbi** is followed. At **Kyuks Han** the village is on the cliffs above. The road finally descends to the NW. corner of the lake basin. The road is good, being the ancient *Via Egnatia* remade. **Struga** has considerable trade, especially in fish from the lake. The lake is 2,100 feet above sea-level.

An authority of 1913, who made the journey between **Struga** and **Kyuks** in the opposite direction, gives the following account of it:—Half an hour S. of Struga begins the ascent to the pass of **Thane**. The caravan goes over paths sunk deeply in stony gorges. Reach a height of 1,015 metres. The crests of the hills rise to a height of 2,000 metres. We descend W. to a valley of rich meadows, the bottom of which is 100 metres lower than Ochrida Lake. The road leads on through a dark narrow side valley crossing a small torrent about twelve times over small stone bridges, and so reaches the **Shkumbi** and the little village of **Kyuks**.

hr. min.

- |   |    |   |
|---|----|---|
| 6 | 10 | Cross a deep ravine with a small stream, l. bank affluent of Shkumbi. Make a very wide bend to cross it (623 metres). |
| 6 | 25 | Highest point of track (694 metres) between two rocks. Ruined stone hut, l.   |
| 7 | 10 | <b>Babia Han</b> . Houses N. of track. The largest, the <i>Han</i> , is near the road. Some supplies to be had.       |
| 7 | 35 | Camp on both sides of track in the fields E. of the <i>Han</i> (649 metres).  |

#### BABIA HAN—KYUKS

- |   |    |  |
|---|----|--|
| 0 | 0  | <b>Babia Han</b> . Poor track: very steep zigzag descent into a ravine where is a strong stream, l. bank tributary of Shkumbi.                 |
| 2 | 5  | Cross this stream on a wooden bridge (alt. 525 metres).  |
| 2 | 40 | Summit, 633 metres. From this point the track is good.   |
| 3 | 0  | <b>Jura</b> , 620 metres. Numerous scattered houses, r.  |
| 4 | 15 | Characteristic rocks in brushwood, 250 metres l. of road at the end of a fairly large plateau over which the track runs (612 metres). Descend. |
| 4 | 30 | Characteristic rocks near the road (531 metres). <b>Kyuks</b> village, r.  |
| 5 | 15 | Encamp below the village in a meadow near the <b>Shkumbi</b> on its l. bank immediately below the bridge (341 metres).                         |

#### KYUKS—STRUGA

Beyond the bridge of **Kyuks** begins a stretch of road which is considered as passable for wheels, but impracticable for motors.

The stone bridge over the **Shkumbi** is partly destroyed. It was replaced in 1912 by a temporary wooden bridge strong enough for wheeled traffic, supported by piles driven into the river. The **Shkumbi** could only be forded when the river is very low. The road follows r. bank of the river, then that of its affluent, the **Langaitsa**, which runs in a narrow wooded gorge. The road then reaches the little cultivated basin of **Preŕis** (609 metres), and begins after leaving this basin to climb in zigzags to cross the wooded chain of the **Yablanitsa** (Chafa Thane), 947 metres. It then runs due N. parallel with Lake Ochrida, and after a descent of 9 km. reaches the plain of **Struga**.

An authority who was along this road in April 1914 with troops says that the road from Elbasan as far as **Haji Bekyar** is good and might even be used by motors. At **Haji Bekyar** the road he followed crossed the river by a good bridge and ascended high up on to the side of the valley by a steep track with corduroy steps. It was quite impossible for wheels. The track then ran along a ledge nearly at the top of the hill crossing numerous small streams that fall rapidly into the valley. The track comes down to the river near **Kyuks** and crosses. From there, there is a very good horse-path with grass on either side. Two-wheeled carts could use it. The road ascends and,  $1\frac{1}{2}$  hr. after crossing the river, the top is reached, where is an open valley. The valley (a magnificent camping-ground) is crossed (1 hr.) keeping W. of the hills. The descent NE. to **Struga** is easy and fit for carts.

At **Haji Bekyar** (see above) is a narrow gorge, the key to the route and easily held by a small body of men. The bridge is of stone, in good condition, and has 7 spans.

An authority of 1915 says :—Near **Elbasan** road is passable for motors ; from **Babia** to **Kyuks** for motors with light loads, and from **Kyuks** to **Struga** it is a difficult road for wheeled traffic.

There is evidence that the road is fit for motors as far as **Lyabinoti** and possibly as far as **Haji Bekyar** bridge. From **Haji Bekyar** to **Babia** it is believed to be only a horse-track, though the Serbians are said to have improved it.

Another authority says :—The road from **Struga** to **Elbasan** is quite good. A whole division of Serbian troops moved over it in the first Balkan War. The Turks in 1912 returned along it to **Elbasan** from **Monastir**, and took all the baggage, &c., that they had been able to save.

Another authority (October 1915) says :—From **Elbasan** to **Lyabinoti** a good road fit for motors. From **Lyabinoti** to **Haji Bekyar** suitable for light vehicles, but not for motors. From **Haji Bekyar** to **Babia** suitable for pack animals and, with difficulty, for very lightly laden vehicles. In places the track is hewn out of the rock. From **Babia** to **Kyuks** light vehicles can pass with difficulty. From **Kyuks** to **Struga** suitable for ordinary vehicles, but not for motors ; there are steep pitches.

km.

70

**ELBASAN.** From here strike E. by N. along valley of **Shkumbi**. This valley, the plain of Elbasan, is bordered by very steep wooded slopes, and road passes through woods and olive gardens.

77

**Lyabinoti**, 157 metres.

km.  
83

Alt. 188 metres. Cross **Shkumbi** by **Haji Bekyar** bridge, and ascend wooded hills overlooking **Shkumbi** gorge, which here makes a great elbow bend to N.

At **Haji Bekyar** a track for pack animals branches off l. to **Dibra**. This is the shortest route, but is very rough. An early authority states that it passes by **Rapon Han** (3 hrs.), **Lyetim** (4 hrs.), **Kleñe** (8 hrs.), **Ostren i Vogel** (10½ hrs.), and **Ura Shkiles** (12½ hrs.) to **Dibra** (13½ hrs), these times, however, referring to a journey in the reverse direction.

km.

- |    |  |
|----|--|
| 0  | <b>Haji Bekyar</b> , 188 metres. Follow up r. bank of <b>Shkumbi</b> . |
| 12 | Alt. 502 metres. Leave <b>Shkumbi</b> and follow up tributary.         |
| 18 | <b>Zgozha</b> , 527 metres.  |
| 20 | <b>Lyetim</b> , 940 metres. Very steep ascent.                         |
| 24 | Summit, 1,238 metres.  |
| 27 | Alt. 1,051 metres.   |
| 31 | Alt. 1,159 metres.   |
| 34 | <b>Zabzun</b> , 1,067 metres. Here the track goes over rock steps.     |
| 36 | Alt. 883 metres.   |
| 42 | <b>Chafa Leysit</b> . Summit, 1,312 metres.                            |
| 52 | Cross <b>Black Drin</b> .  |
| 56 | <b>Dibra</b> .   |

89 Alt. 538 metres.

93 Alt. 670 metres. **Babia** village on l. This district is sparsely inhabited.

96 **Dartha**, 771 metres. The track again approaches the river.

102 **Jura**, 691 metres. The old road improves from here. **Jura** is a village of about 40 scattered houses, among walnut trees and orchards.

105½ **Kyuks**. It lies on a little tableland down towards the bottom of the valley. (Branch track, little used, S. to **Koritza**, following **Shkumbi** valley, which is now more open.)

107½ Alt. 440 metres. Cross **Shkumbi** by bridge and ascend its tributary, **Langaitsa**; valley wide near junction, but narrowing above.

112 Cross by bridge to l. bank and ½ km. farther by another bridge to r. bank.



- km.  
115 **Preňš** village. Enter upper basin of Langaitsa, old lake bed partly marshy, called **Domuzova**. Cross **Raitsa** stream.
- 120½ At upper (E.) end of **Domuzova** is a rocky ridge, with oak woods. Road winds to ascend this, mounting from about 600 to 1,000 metres in the next 7 km. and turns from E. to N. After mounting to—
- 126½ **Chafa Thane**, 1,015 metres, descend by long steep gradient down wooded slopes N. to—
- 137½ **STRUGA**, on the peat-moss at N. end of Lake **Ochrida** (alt. 688 metres), on the **Black Drin**, which is about 50 metres wide and unfordable. Road reaches Struga by a bridge on stone piers with wooden superstructure. Bridge is lined with houses and shops.
- From **Struga** there are roads :—
- (i) To **Dibra**, **Tetovo** (Kalkandelen), **Ŭsküb** (Skoplje).
  - (ii) To **Ochrida** and **Monastir**.
  - (iii) To **Pogradets** and **Koritza**, along W. shore of lake.
- (See Div. I, Route 11, at km. 42.)

(i) **STRUGA TO DIBRA, TETOVO, AND ŬSKÜB**

The distances are from Austrian map and refer to a mule-track, but a carriage-road has been subsequently built, as appears from the following authority (1913), and is nearer the river than the track detailed :—

**Struga** communicates with **Dibra** by a carriage-road constructed by Turkish soldiers under the Committee of Union and Progress. The road leaving **Struga** skirts a stretch of inundation area and passes through the fertile district of **Vranishta** and then enters the gorge of the **Drin** at **Dobovyani**. The sides of this gorge are for the most part covered with brushwood. For the first third of the distance there is scarcely any waste land, the smallest space which is not wooded being cultivated. At the village of **Lukovo** the river enters a deep and narrow gorge and the road is built out over the river on corbels. The gorge is quite deserted, and the villagers continue to use the mule-track which keeps on the high ground more to the W.

An authority of 1915 says that this road is suitable for motors from **Struga** to **Dibra** ; suitable for light motors with light loads from **Dibra** to **Tetovo**, and for all motors from **Tetovo** to **Ŭsküb**.

The road runs N. and NNW. along l. bank of **Black Drin**, cut out of the hillside for much of the distance.

- km.
- 141 **Vranishta.**
- 143 **Veleshte.**
- 146 **Dobovyani**, 692 metres. Valley narrows.
- 154 **Han Mersinbei**, 697 metres. Stream.
- 156½ Alt. 876 metres.
- 157½ **Lukovo**; Drin is here in a narrow gorge.
- 160½ Alt. 724 metres.
- 161½ Alt. 620 metres.
- 164½ Alt. 607 metres. Bridge to r. bank, whence a track goes down valley to **Dibra**. Continue along l. bank.
- 168½ Road leaves river and strikes on to high ground.
- 171½ **Zhepishta.**
- 173½ River and road again come together.
- 179 **Ura Shkiles**, a very fine stone bridge, 49 metres long. It is narrow, the roadway being barely 3 metres broad. Cross to r. bank and proceed NE. up the valley of the **Radika**.
- 183 **DIBRA** (Dibra Siperme). Alt. 640 metres. Pop. 15,000, largely Albanian (authority 1906). 4 km. from r. bank of Drin, which runs in a gorge. Medical bath station.
- The road is believed to proceed up r. bank of **Radika** stream.
- There is also a track marked on Austrian map proceeding up valley of Golema and joining track detailed below 4½ km. E. of Han Mavrova.
- 194½ **Hadžiovce**, l.
- 196 **Radostuš.**
- 202 **Viduše**, on high ground to W.
- 203 **Zernovica**, 1 km. W. up a tributary valley.
- 205½ Alt. 600 metres.
- 208 Cross by bridge to l. bank and proceed up it.
- 212 **Volkovja**, to E. on a side track. Proceed E. up tributary.
- 216½ Cross by bridge, turn E., and follow r. bank 1 km. and then over high ground.
- 220 Summit, 1,500 metres.
- 220½ **Han Mavrova**. Descend.
- 223½ Headwaters of **Vardar** river. Follow down l. bank.
- 232½ **Rečani.**
- 242½ **GOSTIVAR** (Kostovo), 519 metres. Situated on l. bank of Vardar.

km.

Proceed N. by E. following l. side of **Vardar** Valley, usually at a distance of 2 to 3 km. from the river, over the **Tetovo Polje**, crossing some 12 tributary streams before reaching **Tetovo**.

NOTE.—An alternative track is shown running along the foot of the hills W. some 3 km. distant, and passing through numerous villages.

247

**Tumčevista.**

256

**Zerovjane.**

266

**TETOVO (Kalkandelen).** Pop. 18,000. Alt. 436 metres.

Authority of 1906 says Tetovo is essentially an Albanian town. It contains the residences of several *beys* with feudal castles. There are vineyards and fine meadows. It stands at the N. end of the **Tetovo Polje** (plain) at the mouth of the **Šarska reka**, the most important stream on the S. side of the **Šar Planina**, flowing through a deep gorge from the mountains. Part of the valley is cultivated, and the villages of Lahce and Selce lie on the E. and Siphkovic on the W. side of it.

Road turns E.

271½

Alt. 422 metres. Cross **Vardar**, ascend, cross a low divide and descend by a tributary of the **Treska**, cutting off a great northward bend made by the **Vardar**.

277½

**Grupšin, l.**

278

Alt. 494 metres. Descend.

282½

**Han Bojane.** Road now runs close to l. bank of a tributary of the **Treska**, which is a tributary of the **Vardar**. The valley is narrow, and 6 km. N. of the road a summit of the **Seden** rises to 1,258 metres.

289

**Han Seminište.**

295

Alt. 268 metres. Cross **Vardar**, flowing E., by a bridge.

298

Cross railway.

300

Cross **Lepenac** by a bridge near its junction with the **Vardar**.

305

**ŪSKŪB (Skoplje),** 290 metres.

Capital of Serbian Macedonia, finely situated on rising ground on both banks of the **Vardar**. Its population, 50,000 or more, consisted in 1912 of 30 per cent. Serbs, 25 per cent. Bulgarian Macedonians, 25 per cent. Turks, and the balance of Moslems and Catholic Albanians. There is a stone bridge over the **Vardar** close to the citadel, substantial buildings, a prison, once the head-quarters of a colony of Ragusan

km.

merchants, a number of schools, large barracks and mosques. There are steam flour-mills and tanneries, and a considerable export of leather and agricultural produce.

Owing to its favourable geographical situation Ūsküb is of commercial and strategic importance. It is situated in a wide fertile plain bounded by the high chains of the **Kara Dagħ** in the N., the **Sar Planina** in the W. and the **Karadžica Planina** in the S. The former citadel (290 metres) on the city-hill on the left bank of the **Vardar** is used as a barracks and military hospital. Behind it are the official buildings, post and telegraph office. Markets held in front of these. At the foot of the city-hill is the old city, partly oriental in character. On r. bank are the consulates and the railway station.

Ūsküb was the ancient capital of Dardania and the birth-place of the Emperor Justinian. In the plain to the NW. there is a magnificent ancient aqueduct (Justinian's) with a double row of about 120 arches. Ūsküb is reputed to be unhealthy, part of the plain being marshy. Drainage of this plain would greatly improve the health of the town.

### (ii) STRUGA—OCHRIDA—MONASTIR

An authority of 1915 says that this is a good road and suitable for motors of all sizes.

137½ **STRUGA.** From here E. by S. along shore of Lake Ochrida.

145½ Hills close in on l.

146 **Podmolje.**

148½ Monastery.

153 **OCHRIDA.** Alt. about 700 metres.

Pop. 15,000 (authority 1906), of whom some 8,000 are Bulgarians with a few Vlachs and 7,000 Moslems of different races. The Greek population has dwindled, and there is (1906) a Bulgarian bishop. It stands on NE. shore of the lake, in a small alluvial plain surrounded by hills. The town and old citadel of Ochrida are surrounded by a belt of trees, gardens, and orchards. There is a ruined citadel. The bazaars are in the N. part of the town on the main road to Monastir, and are encircled by meadows and gardens. The Bulgarian quarter is on the S. face of the

km,

rocks overlooking the lake. The climate is fresh and healthy. Inhabitants are largely engaged in fishing. Good supplies, especially of flour, are stated to be available (authority 1914). In 1914 there were 30 large rowing boats which plied between Ochrida and Pogradets, and could carry a wagon or motor, horses, &c. The boats in use are flat-bottomed, made of a dozen pieces, 18 to 20 feet long, narrow with rising bow and broadening towards the stern, a heavy log being fixed alongside on each side. Four rowers on port side (3 in bows and 1 in stern) and the steersman with an oar on starboard side of the stern.

Proceed E. through town 1 km. and turn N.<sup>1</sup>

160 **Kosel**, 740 metres. Bear ENE. up **Opinča** stream.

164 **Opeinca** (Opanci).

168 Alt. 933 metres. Turn E. and then SE.

172 Turn S. Road ascends with many windings.

175 **Ljeskoveci** Pass, 1,180 metres. Descend by winding road. Branch track W. to monastery of Sveti Naum, Lake Ochrida, 3 hrs. (Div. I, Route 11).

180 **Krušije**, 942 metres. Follow down a stream flowing S.

188 **Resna**, 862 metres. Pop. about 4,000. A small squalid town, and a centre of Bulgarian propaganda.

Cross cultivated plain which slopes to N. end of Lake **Prespa**. Proceed SE.

193 Join road from **Koritza** (see Div. I, Route 7 at km. 238). Alt. 904 metres. Road now turns E. and ascends rather steeply to—

198½ **Gijavat** Pass, 1,158 metres. Descend winding road.

202½ **Kažani**.

203½ **Han**, 822 metres.

209½ Cross watershed. Alt. 912 metres.

211½ Reach narrow valley of **Bratin** stream and follow it down.

220½ **MONASTIR (Bitolj)**, 618 metres.

<sup>1</sup> A more direct track to **Resna** over the Petrina hills is described by an early authority as practicable in summer. It passes by Velgošti (¾ hr.), climbs the hills and follows a flat mountain-top to the watch-tower of Petrina (3 hrs.) (the village lying to the r. on the hill slope); it then descends into the plain, crosses the Bohunica (4½ hrs.), and reaches Resna (5 hrs.).

## ROUTE 13

MONASTIR—KRČOVA—GOSTIVAR (KOSTOVO), 119 km.

The road (reported fit for motors to Krčova, and possibly to Gostivar) leaves Monastir by the church of Sveti Nedela and proceeds N. and NW. over undulating country, following as much as possible the valleys of the streams *en route*. For 6 km. it coincides with Route MONASTIR—PRILIP (Div. I, Route 16).

km.

- 0 **MONASTIR.**  
 3 **Gornji Orizar** village on E. side of road.  
 6 Road assumes NW. direction, and road to **Prilip** branches off r. and NNE.  
 7 Raštani village W. of road.  
 10 **Kukurečani**, 623 metres.  
 11 **Dragarina.**  
 15 Cross river **Šemnica**. Alt. 594 metres. Village of **Zulica** in neighbourhood. Ascend tributary of **Šemnica**.  
 19½ **Lopatice** village.  
 22 Ascend to cross ridge separating valleys of **Šemnica** and **Mramorica**.  
 24½ Summit, 743 metres.  
 25½ **Han Mramorica.**  
 26½ Cross **Mramorica** stream by bridge. Alt. 674 metres.  
 27½ Road embanked for next 4½ km.  
 28½ **Murgaš.**  
 29½ Bridge (alt. 638 metres). 1 km. W., on slope of **Strugova Planina**, village of **Slepče** and monastery of Sveti Ivan.  
 31 **Han Belče**, and village of Belče W. of road. Here river **Crna** is reached and road turns WNW. up its r. bank

A track continues N., crossing the **Crna** immediately. It then goes up a tributary valley to the village of **Zurče** (7½ km.), thence to the village of **Ostrelce** (11 km.), and thence over the **Dragisec** mountains to **Kruševo**, 16 km.

- 34 **Pribilci**, on farther bank of **Crna** (bridge), 670 metres.  
 35½ Road embanked for the greater part of next 8 km.  
 37 Bridge over **Crna**, 655 metres. Road now runs due W. following closely l. bank of **Crna**.

H

- km.  
38½ Branch track detailed under km. 62 below, Kruševo track at km. 17, joins road here on r.
- 43 **Sopotnice.** On opposite side of river, 1 km., village of Džvan, 680 metres.
- 44½ Valley and road turn sharply NNW.
- 46½ Spring.
- 47½ **Dolenci**, 702 metres. Road now leaves Crna valley and ascends, winding up a tributary valley and over a col (988 metres).
- 53 Military post. On banks of **Crna** is village of **Demirhisar**, 3 km. W. Road descends to 900 metres for 2 km.; then ascends again.
- 59 Alt. 975 metres. Road turns sharply N. and descends to—
- 61 Cross **Crna**.
- 62 Track branches r. and E. to Kruševo. This track runs N. of the **Cerska**, an affluent of the Crna, as follows :—
- |    | km. from junction. |  |
|----|--------------------|--|
|    | 3                  | <b>Cer</b> village.  |
|    | 9                  | Military post of <b>Kruška</b> at head of valley. Cross divide and descend into and follow valley of <b>Žaja</b> stream.   |
| 13 |                    | <b>Pustareka</b> , 1 km. N., situated on a spur of the <b>Baba Planina</b> . Alt. 1,654 metres, 3 km. NE. of village.  |
| 17 |                    | <b>Gornji Divjak</b> , ½ km. NE. Hence a track leads S. down the valley of the <b>Žaja</b> to the <b>Crna</b> river. The track passes <b>Rastovice</b> (5 km.), <b>Rakitnice</b> (7 km.), and <b>Novoselo</b> (9 km.) and at 12 km. branches l. (E.) to <b>Pribilci</b> , and r. (W.) to join main route at km. 38½ above. |
|    |                    | Route leaves the <b>Žaja</b> and crosses a low spur into a tributary valley, at the head of which it crosses a col between <b>Baba Planina</b> and <b>Dragišec</b> mountains.  |
| 19 |                    | <b>Dolnji Divjak</b> .   |
| 20 |                    | <b>Rilevo</b> , ¾ km. NW.  |
| 22 |                    | <b>Harilovo</b> , ¾ km. NW.  |
| 25 |                    | Military post on summit of col. Track now bends sharply S. to—   |
| 27 |                    | <b>Kruševo</b> .   |

- km.  
62½ Alt. 932 metres. 1½ km. to W. is **Dolnja Crsko**. A track runs W. to this village and thence over the **Prostranjska Planina**, and down the Sateska valley to **Ochrida** and **Struga**.
- 65 **Sop** village.
- 66 Alt. 1,077 metres. Cross saddle. Several springs. Condition of road appears to deteriorate here. Winding descent between the slopes of the **Prostranjska Planina** and the **Kruška Planina**, into the **Velika** valley.
- 68 Alt. 959 metres. **Sheitan Kula** (block-house).
- 72 Alt. 719 metres.
- 75½ **Starovec**, 578 metres.
- 76½ **Karbunica**, W. of road.
- 80 Cross two arms of the **Kopač**, tributary of **Velika**, close to its junction with that river.
- 82 **KRČOVA** (Kirchevo), 607 metres.  
(Route from **Dibra**, W., to **Prilip**, E., crosses present route here. See Div. I, Route 15, at km. 46.)  
Leaving **Krčova** the road proceeds N. up the valley of the **Zajaska** affluent of the **Velika** and closely follows the r. bank.
- 84½ Alt. 622 metres.
- 85 **Trapčindol**.
- 86 **Seansko**. Water-mills near here. Valley narrows considerably here.
- 89 Cross **Zajaska** stream and ascend to cross **Buksič** range.
- 90 **Zajas** village 1 km. W. of road.
- 94 **Bukovčan** village 2 km. E. of road.
- 98 Summit, 1,184 metres. Road now descends towards valley of the **Padališta**, affluent of the **Vardar**.
- 101 Alt. 1,079 metres. Old track (to km. 112) descends with zigzags to valley; **Padališta** village 1 km. E. (An alternative track branches l., keeping high, but crossing ravines, for 6 km. and descending at 7 km. to **Padališta** stream. **Gjonovica** village 4 km. along this track.)  
Track now proceeds down narrow valley of the **Padališta** with high mountains on each side.
- 103 **Han Padališta**, 688 metres. Road follows r. bank of stream. (An alternative hilly track runs across the spurs bounding valley on E., passing **Srbino**, 3 km., **Zelezno Recane**, 4½ km., **Strajan**, 5½ km., **Trnovo**, 6½ km., and **Kunova**, 9 km., and reaching **Turčane**, below, at 12 km.)



|      |   |
|------|---|
| km.  |   |
| 105  | Alt. 624 metres.  |
| 107  | Junction with alternative track mentioned at km. 101, above.                |
| 112  | Alt. 533 metres. Village of <b>Lukovica</b> W. of this point across stream. |
| 115  | Alt. 508 metres.  |
| 116  | <b>Turčane</b> . Alt. 539 metres.   |
| 117½ | Cross <b>Padališta</b> and <b>Vardar</b> close to their junction.           |
| 119  | <b>GOSTIVAR (Kostovo)</b> .   |

## ROUTE 14

PRILIP—KRUŠEVO, 29 km.

|     |  |
|-----|--|
| km. |  |
| 0   | <b>PRILIP (Perlepe)</b> . Alt. 605 metres.<br>Pop. (1915) 20,000. An important town situated in a fertile and well-cultivated district at the northern end of the <b>Monastir</b> plain, near the foot of the <b>Babuna</b> mountains. It is a manufacturing town. A large yearly fair is held. Wheat and poppies grown. Old fortifications in the neighbourhood known as <b>Markovi Kuli</b> , i. e. Castle of Prince Marko, a legendary Serbian hero.<br>Road leaves town in a westerly direction over open and gently undulating country. |
| 4   | <b>Gjurov Bunar</b> (spring). Alt. 628 metres.   |
| 6½  | <b>Mali Konjari</b> .  |
| 8   | <b>Veliki Konjari</b> , 616 metres.  |
| 13½ | <b>Vrbjani</b> , 611 metres.   |
| 14½ | Bridge over <b>Blato</b> river.  |
| 16½ | <b>Krivogaštani</b> , 610 metres. Road bends NW. leading up to <b>Kruševo</b> .  |
| 21  | Cross small stream. From here road rises very rapidly by a series of steep zigzags to—   |
| 29  | <b>KRUŠEVO</b> . Alt. 1,176 metres.  |

## ROUTE 15

DIBRA—KRČOVA—BROD—PRILIP, 112 km.

This road is not passable for wheeled traffic from **Dibra** to **Krčova**, but is much used by pack transport. It is a difficult mountain track, entailing many steep ascents and descents. From **Krčova** to **Prilip** the route, although rough, is practicable for wheeled traffic.

km.

0

**DIBRA.**

2

The route descends from Dibra, alt. 640 metres, SE. to the **Radika**, crosses it by a bridge (alt. 527 metres). Route follows l. bank NNE.

10

Road passes bridge over the **Mala** tributary of the **Radika** river on left and takes a SE. direction.

11½

**Mogorče**, 1 km. S.

13.

**Osoj**, 1 km. S. Turn NE.

14

Road strikes the **Proni Gajrese**, a branch of the **Mala**, and proceeds E. up its valley, crossing the stream several times.

18

Alt. 800 metres. Road rises steeply over the high **Jama Bistra** range, the culminating point of which is 1,550 metres.

21½

Summit: about 1,350 metres.

23

Branch track lead S. to village of **Jalovec**, 3 km. from this point. It continues S. of the **Ibrova** through **Ivančišta**, and rejoins main route at km. 41½.

Road now descends sharply down the valley of the **Ibrova**, affluent of the **Velika**, still following an easterly direction.

30

**Izvor**. 1 km. SW., on banks of the **Ibrova**, is the village of **Klenovec**.

40

**Drugovo** village. Road now leaves river and, still descending in an easterly direction, reaches—

46

**Krčova**, 607 metres, on the **Velika**.

Here the route is crossed by the road **MONASTIR—GOSTIVAR** (Div. I, Route 13) at km. 82.

The road now assumes a SE. direction. As far as its approach to **Brod** it follows closely the course of the river **Velika** on its left bank through a narrow valley descending

- km. to Brod, closely hemmed in by mountains (the Buševa Planina).
- 53 **Bigor Dolenci**, 587 metres.
- 55 **Čelopec**, 576 metres. Road turns ENE. following l. bank of Velika.
- 56½ **Miokazi** and **Lisičani**, to N. and S. respectively.
- 59 **Han Izica**, 580 metres. **Izica** village 2 km. N., reached by track through Miokazi. Road continues as before along valley, which narrows and is flanked by high mountains.
- 66 **Rusjaci**, and opposite to it, across the river, **Ladova**.
- 71 Alt. 538 metres. From here **Brod** is 1 km. N. (From Brod a track northward, probably by Monastirec and Badiška, to Ŭsküb, appears to have been used by troops in 1912.)
- The road turns more directly E., leaves the **Velika** valley, and with many zigzags traverses the **Barbarec** pass between the **Buševa Planina** on the SW. and the **Poropolje Planina** on the NE.
- 79 **Barbarec**. Military post.
- 80 A track runs E. to **Krapa**, 3 km. Road now crosses pass (alt. 900 metres) and, generally descending, leads SE. to **Prilip**.
- 84 **Debrište**, about ½ km. W. of road, across stream. Alt. 649 metres.
- 90 **Ropotovo**, 627 metres.
- 94½ Cross river **Blato**.
- 95 **Sarandinovo**, 631 metres. Road now traverses the northward extension of the Monastir plain, crossing numerous water-courses by bridges.
- 100 Alt. 630 metres.
- 101 Cross river **Treska**.
- 105 Alt. 641 metres. Road turns E. and ascends slightly to—
- 107 **Mažujčište**. Turn SE.
- 108 Cross stream, 666 metres. Ascend spur above the plain to—
- 111 **Varoš**, 816 metres. Descend steeply to—
- 112 **PRILIP**, 605 metres.

## ROUTE 16

MONASTIR—PRILIP, 42 km.

- km. |
- 0     **MONASTIR.** Road is a very fair metalled chaussée. Road leaves town by the church of Sveti Nedela and proceeds N. and NNE. over undulating country.
- 6     Road to **Krčova** and **Gostivar** (see Div. I, Route 13) branches I. and NW.
- 10     Bridge over **Šemnica** river.
- 13     **Zekerja Petilap** inn. Road here bends NE. and proceeds in almost a straight line to Prilip, traversing gently undulating and open country, except where crossing the valleys of the **Crna** and **Beravica**, where for short distances it traverses slightly marshy country, over which it is carried on an embankment.
- 16     Road crosses small stream on embankment.
- 20     Inn.
- 22½     Road crosses Crna, alt. 598 metres; embankment on either side of bridge. On a track running parallel to the road on its E. side, at an average distance of 5 km., but converging at Prilip, are a number of wells.
- 32½     Road crosses small stream. Ground swampy.
- 36½     Road crosses **Beravica** river. Ground here swampy and road carried on embankment.
- 38     **Kamberova Češma** (well).
- 42     **PRILIP.**

## II.—SOUTH-EASTERN DIVISION

### ROUTE 1

PRILIP—VELES (Köprülü), 55 km.

This is a good route, but with steep slopes and sharp turnings. It has been damaged to some extent, but was being repaired in October 1915, and is reported fit for wheeled traffic, but not for motor transport.

km.

- |                  |   |
|------------------|---|
| 0                | <b>PRILIP</b> , 605 metres. Road leaves town in a NE. direction skirting r. bank of stream which runs through Prilip and is tributary of the <b>Blato</b> . Road mounts to cross divide between this stream and the <b>Babuna</b> .     |
| 6                | Side road to <b>Pestrica</b> $\frac{1}{2}$ km. E. of road. Track continues to <b>Pletvar</b> 4 km. on Kavadar road.   |
| 12 $\frac{1}{2}$ | Summit, 1,050 metres. Military post of <b>Prisat</b> (Prisat village is 5 km. W. by a mountainous track). Road descends winding into <b>Babuna</b> valley and follows stream of <b>Desna Babuna</b> closely, crossing it several times. |
| 17 $\frac{1}{2}$ | <b>Abdi Pasha</b> Inn, 605 metres.  |
| 20 $\frac{1}{2}$ | Military post.  |
| 28               | <b>Babuna</b> Inn, 301 metres.  |
| 33 $\frac{1}{2}$ | <b>Izvor</b> .  |
| 36               | <b>Kote</b> Inn.  |
| 36 $\frac{1}{2}$ | Road crosses <b>Babuna</b> river a little above its junction with <b>Desna Babuna</b> . Ascend hills on opposite side of valley.  |
| 38 $\frac{1}{2}$ | Military post, 240 metres. Village of <b>Starigrad</b> 1 km. W.   |
| 41               | Tumulus. Alt. 363 metres.   |
| 44               | Summit, 392 metres.   |
| 48               | Road crosses river <b>Topolka</b> . Alt. 214 metres. Road now follows l. bank of this river.  |
| 49 $\frac{1}{2}$ | <b>Gornji Čeltiki</b> village on height above l. bank of river.   |
| 51               | Road crosses small affluent of <b>Topolka</b> and then ascends steep hill to about 365 metres. Thence descend to—   |

km.  
55

**VELES (Köprülü)**, on Salonica-Üsküb Railway (alt. 170 metres at river-level).

Pop. 20,000. Veles rises picturesquely on steep slopes on both banks of the **Vardar**, across which there are two wooden bridges (whence Turkish name = Bridgetown). Barracks just S. of station on rising ground. The town is a trade centre of some importance. Small local industry in silk and woollen goods and pottery. In the neighbourhood are vineyards and mulberry plantations. On the S. where the **Topolka** joins the **Vardar** it forms a kind of natural moat for the citadel of Veles, which, where it overlooks the **Topolka**, is situated on cliffs. On the Vardar side the site slopes more gently. The inhabitants have the reputation of being enterprising and intelligent.

## ROUTE 2

**VELES (KÖPRÜLÜ)—ÜSKÜB (SKOPIJE)**, 60 km.

Good route, practicable for motors, October 1915.

km.

0 **VELES (Köprülü)**. Road goes NNW. to Üsküb, ascending a spur of the **Ak Yokush** hills, and for the first half of its course keeping away from (E. of) the narrow **Vardar** valley.

2 Road to **Ishtib** (see Div. II, Route 10) diverges r. and NE. Present road crosses a spur, and descends to—

8 **Novočani**, crossing small stream flowing into Vardar. Road again ascends, winding.

17 **Vetersko** village to W. Highest point (about 480 metres) between Veles and Üsküb. Road now descends by zigzags to valley of **Pčinja**, tributary of the Vardar.

35 **Kaplan**. Bridge over **Pčinja**; also military post. Alt. 213 metres. Road now runs NW. over swampy ground for 6 km., having the lake of **Kaplan** to W. for about half this distance.

41 **Ardženica**.

43 **Ibrahimovce**. The road approaches the Vardar and follows it more closely over ground occasionally swampy.

km.

Branch road leads N. over open and low-lying country to Kumanovo.

km.

1

**Kojlice.** Road branches off here NW. to **Mralino** (2 km.) through marshy ground; and **Kadinoselo** (3 km.); crosses **Ŭskŭb-Belgrade** railway (8 km.); **Haračina** (12 km.). Road bends sharply W. and (13 km.) joins **Ŭskŭb-KUMANOVO** main road (Div. III, Route 1) at km. 11.

On leaving **Kojlice** road continues in a northerly direction.

7

**Hadjarlar** village. **Hadjarlar** station is 1 km. NW. of this. Road follows E. side of railway.

10½

**Tekekŭj.**

11½

**Deliderlica.** Road proceeds as before.

15½

**Agakŭj.**

21

**Ramanovce.** Alt. 400 metres.

22

Branch road runs NW., passing near **Sarimeše** (4 km.), and reaches **Ŭskŭb-KUMANOVO** main road. See Div. III, Route 1, at km. 27½.

26½

**Kumanovo.**

49

**Urumli.** 1 km. SW. of this the **Vardar** is crossed by a bridge. Road continues through marshy ground for 5 km.

54

Cross **Ŭskŭb-Nish** railway.

55

**Madžarlik.**

56

Main road between **Ŭskŭb** and **Nish** joins present route on r., from NE. Road now goes due W.

60

**ŬSKŬB (Skoplje).**

## ROUTE 3

**PRILIP—KRIVOLAK—ISHTIB, 99 km.**

Road from **Monastir** to **Ishtib**, *via* **Prilip** and **Krivolak**, is of great military importance as connecting **Monastir** plain with the **Salonica-Ŭskŭb** railway at **Krivolak**, and with **Ishtib**. The route is said (February 1916) to be fit for wheeled traffic.

km.

0

**PRILIP**, 605 metres. Leave town in ENE. direction, skirting NW. spurs of the **Drenska Planina**, to foot of

- km. **Vorila Dagh**, and then ascend the steep slopes of these mountains. Road reported bad to Krivolak, and difficult in wet weather.
- 4 Road crosses **Dolen** bridge (alt. 652 metres) and from here rises steeply with many windings.
- 8 **Pletvar**, 964 metres. Road here runs through the lofty narrow pass of **Pletvar**, the village being at the entrance.
- 13 Road having descended SE. into the valley of the **Rajac** river, crosses by a bridge and follows r. bank of river eastward. Alt. 644 metres.
- 17 Road here at alt. of 498 metres.  $\frac{1}{2}$  km. N. is village of **Trojaci**, 530 metres, close to stream.  $\frac{1}{2}$  km. farther on, turn SE. and cross spur into a tributary valley.
- 22 Cross river **Rajac**. Alt. 384 metres. At this point on l. bank is **Toplica** Inn, but village of the same name is situated in the hills  $3\frac{1}{2}$  km. WNW. Road now runs almost N. following l. bank of river.
- 27 $\frac{1}{2}$  Road here turns N. up a tributary valley to avoid western end of defile through which river flows. Cross several spurs and tributaries.
- 31 **Han Fariš**, 332 metres.
- 34 2 km. S. is village of **Rajac**.
- 37 $\frac{1}{2}$  Alt. 192 metres. Road crosses **Rajac** river and now follows r. bank.
- Branch road l. and generally NE. to **Viničani-Gradsko** Station on Salonica-Üsküb railway, 20 km., for the most part following course of **Crna** river, at an average distance of  $1\frac{1}{2}$  km. from bank. Metalled road in bad condition.
- km. from junction.
- 7 Side track to village of **Kamendol** in tributary valley  $1\frac{1}{2}$  km. W. It continues W. through **Fariš** and **Pestrica** to join **PRILIP-VELES** road (Div. II, Route 1) at km. 6.
- 13 $\frac{1}{2}$  **Rosoman** village. Road leaves **Crna** river and crosses a low spur to the **Vardar**.
- 18 Salonica-Üsküb railway approaches road on E. about  $1\frac{1}{2}$  km. E. Road now follows railway closely.
- 19 $\frac{1}{2}$  Side track crossing railway to village of **Gradsko** on r. bank of **Vardar**.
- 20 $\frac{1}{2}$  **Viničani-Gradsko** station.



- km.  
38½ **Han Drenovo**, 192 metres. Village of same name 1 km. S. Road turns ENE.
- 42 Cross stone bridge over **Crna** at **Vojarci** village, which is on r. bank of **Crna**. Road now proceeds E. through hilly country.
- 51 **Kavadar** (**Tikveš**), 250 metres. This is the centre of the hilly district of **Tikveš**. Road now turns N. following valley of **Velica**, tributary of **Vardar**.
- 53 **Glisič**.
- 54 **Marena**, 220 metres. Road now turns NE.
- 55½ **Sopot**. Cross low divide, 262 metres.
- 58½ Road turns SE.
- 61½ **Negotin**, 149 metres. Road now turns N. and leads down-stream to the **Vardar** valley.
- 62½ ½ km. E. are the **Salonica-Üsküb** railway and the river **Vardar**. Road follows these at a short distance.
- 66½ **Krivolak** station on bank of **Vardar**. Alt. 121 metres. **Krivolak** village and ferry over **Vardar** here. On leaving **Krivolak** road goes N.
- 68½ Road crosses **Salonica-Üsküb** railway and immediately afterwards crosses **Vardar** by an iron bridge. Military post 1 km. E. of bridge. After leaving bridge road proceeds in a northerly direction over hilly country.
- 75 **Karahojali**.
- 78 **Karaula Šoba**. Road turns NW. and keeps along the top of the **Čaške** hills. Summits about 560 metres. About ½ km. farther, a track leads 4 km. N. to brown coal mines, and rejoins route at km. 92.
- 85 Road bends NE. and descends winding towards valley of—
- 93 **Bregalnica** river. Cross **Kriva Lakavica** tributary. Road follows l. bank of **Bregalnica**.
- 96 **Ribnik**.
- 98 **Novoselo**.
- 99 **ISHTIB** (**Štip, Shtiplie**). Alt. 290 metres. Pop. 14,000, mostly Macedonian Slavs and Turks. An important centre and commercial town situated on the left bank of the **Bregalnica** at a point 20 miles NE. of its junction with the **Vardar**. A great quantity of opium and wheat cultivated in the vicinity. Not far from the town are hot mineral-water springs. **Ishtib** was the most important military centre of Central Macedonia. The barracks

km.

are a short distance outside the town on rising ground. The town is enclosed by bare undulating hills with some cultivation. There are no defensive positions in the neighbourhood. Ishtib is an important road centre. The town is connected with the railway at **Krivolak** by a road which crosses the river by a new iron bridge and leads thence *via Prilip* to **Monastir**.

## ROUTE 4

SALONICA—DOIRAN—STRUMITSA, 112 km.

WITH BRANCH TO GEVGELI AND DEMIR KAPU

This route passes through **Avret Hissar** and **Doiran**. It traverses easy country, and, according to information, October 1915, is now a good route fit for motor transport. For part of the way an alternative track, in bad repair but fit for wheeled traffic, passes through **Kukush** (see km. 21, below).

km.

- 0 **SALONICA**. Leaving by W. gate of the town, either the **Monastir** chaussée can be followed to the **Galiko** bridge, or a more direct track taken along the foothills towards **Gradobor**. The first and better route is here followed. (For first 12 km. see Div. I, Route 1.)
- 12 **Galiko** bridge. Immediately after crossing river **Galiko** the route strikes N. and runs near r. bank of that river. The **Galiko** has a wide shingly bed, and is subject to violent freshets: in spring it is unfordable.
- 13 **Shamli** village. Road continues to follow river through flat and open country.
- 18 The direct track from **Salonica**, mentioned above, joins the present road. Road now enters on upland country which it traverses as far as the **Zhensko** valley (km. 32).
- 21 Road to **Kukush** branches r. and NE. At 6 km. it passes close E. of **Tuzlu** or **Aji Lake**. At 8 km., **Yaijilar** village. 4 km. E. of this runs the **Salonica-Doiran** railroad, and there is a station on it near the village of **Salamanli** (alt. 87 metres). Road now leaves vicinity of river. 2 km. on, at **Karabunar**, a track branches off NW. to monastery, 1½ km. S. of **Avret Hissar**. Road now continues in

km.

a great curve of 11 km., and strikes the railway again at **Kukush** station (21 km.). Alt. 206 metres. From here it leads NE. 2 km. to **Kukush** village (22½ km.). 1 km. NW. of **Kukush** village is **Sveti Georgi** monastery, alt. 355 metres. This village is a centre of several tracks, one of which, continuing NNW. over hilly country, crosses railway at 13 km., and rejoins road *via* **Avret Hissar** at **Hirsova** (see km. 60, below) at 16 km. from **Kukush**. Total distance from branch, 36 km.

28 **Ali Hojalar.**32 **Vakuf** farm ; road descends into valley of the **Zhensko**.42 **Avret Hissar** (**Zhensko**). Alt. 98 metres. Situated in broad valley of the **Zhensko**, which drains into Lake **Amatovo** after a course of about 14 km. SW. Track branches r. and NE. from **Avret Hissar** to **Kukush**, 9 km.47 From **Avret Hissar** road ascends, and then descends to—**Haidarli** village, and thence into the basin of the **Ayak** river.51 **Gerbashel** village.55 Road crosses **Buyuk Dere**, an affluent of the **Ayak**, and follows valley of the **Ayak** in a northerly direction.60 **Hirsova** village. ½ km. to E. is railway, which road now follows closely along valley of **Ayak**. Here route *via* **Kukush** rejoins (see km. 21, above).61 Road crosses branch line running SW. from **Kilindir** (below) to **Karasuli** on the **Üsküb** railway.62½ **Kilindir** railway station, and (½ km. N.) village.64 Junction with **Karasuli-Doiran** road. Alt. 127 metres. This is a partially completed and little used chaussée leading SW. to **Karasuli** station on the **Salonica-Üsküb** line, 26 km. This road follows the valley of the **Ayak** and for 10 km. previous to reaching **Karasuli** it runs near the marshy western shore of **Arjan** lake. There is a ferry over the **Vardar** at **Karasuli**. Tracks here N. to **Gümenje** railway station, 2 km., and S. to **SALONICA-YENIJE VARDAR** road (Div. I, Route 1, under km. 30).

69 Alt. 226 metres.

69½ Cross frontier from Greece into Serbia.

70 S. shore of **Doiran** lake. Main road runs NW. along W. shore of **Doiran** lake. Branch road r. and E. to **Doiran** station, and thence to **Rupel** pass. Alt. 150 metres.A rough track leads l. and W. to **Gevgeli**, 21 km.

- |     |     |   |
|-----|-----|---|
| km. | km. |   |
|     | 3   | Cross frontier into Greek territory.  |
|     | 11  | Recross into Serbia.  |
|     | 12  | <b>Selimli.</b>   |
|     | 17  | <b>Bogorodica.</b> Path here strikes NW.  |
|     | 19  | Bridge and ferry over <b>Vardar.</b> Path then strikes SW.  |
|     | 20  | <b>Gevgeli</b> railway station.   |
|     | 21  | <b>Gevgeli.</b> The last 2 km. is a good chaussée.  |
|     |     | Gevgeli, on r. bank of the Vardar, above the defile of the Chingane Derbend, and close to Greek frontier, surrounded by extensive gardens and vineyards, while the steep and rugged hills of the <b>Moglena</b> rise to the W. It is reported (March 1916) that a good road has been constructed by the invaders up the Vardar (where no road previously existed) by <b>Petrovo</b> to <b>Demir Kapu.</b>   |
| 72  |     | <b>Doiran</b> (Polyani). Pop. 6,000, mostly Greek and Turks. The railway station, on the Salonica–Dedeagach line (which skirts the southern shore of the lake), is connected with the town by a short chaussée. The town is situated on SW. side of the circular freshwater Lake <b>Doiran</b> , which is celebrated for abundance of fish. Villas with gardens stand near the town. District very fertile. An open, undulating, and fairly well-cultivated country extends from the town SW. to Karasuli station and towards Lake Amatovo. |
|     |     | On leaving <b>Doiran</b> , the Strumitsa road closely follows W. shore of Doiran lake. Parallel track at higher level.  |
| 77  |     | Turning WNW. and leaving lake, road now leads over rough and hilly country.   |
| 81  |     | <b>Geuksheli</b> village, $1\frac{1}{2}$ km. N. Road now descends across swampy ground.   |
| 86  |     | Spring. Hereabouts tracks from Gevgeli, Mirovcha station, and Smokvica join. Road under notice branches NNW., following deeply-trenched valley of stream running northwards into <b>Boyimia</b> , tributary of Vardar.  |
| 90  |     | Cross river <b>Boyimia</b> and continue N. up opposite slope.   |
| 92½ |     | <b>Rabrovo</b> , alt. 133 metres. This village is situated at the foot of the range separating the Salonica plain from the Strumitsa valley.  |
|     |     | From Rabrovo a road leads W. to <b>Mirovcha</b> station on the Salonica–Usküb railway, $12\frac{1}{2}$ km. Ferry over Vardar  |

km.

here. 8 km. along same road there is a branch road r. to **Strumitsa** station, 5 km. from the bifurcation.

Leaving **Rabrovo** road leads N. ascending a spur of the **Plaush Planina**, crosses head-waters of a tributary of the **Boyimia**, and ascends to—

99

Col (about 410 metres) dividing basin of **Vardar** from that of the **Struma**.

99½

Cross frontier from **Serbia** into **Bulgaria**. Descend by—**Kosturino** village, to—

112

**STRUMITSA**. Railway station (see km. 92½, above) is 32 km. distant by a fair cart-road. Vineyards. Surrounding country well cultivated.

## ROUTE 5

### SALONICA—SERES, 89 km.

This road is reported (1916) fit for motor transport. There are several small bridges, some of which are of wood and others of stone; these were reported at an earlier date to be often out of repair.

km.

0

**SALONICA**. Road leaves the town on N. side and strikes N. across the plain among bare undulating hills.

3½

**Karaissi** village, 1 km. r.

4½

Military post.

7½

Military post. Road ascends sharply to cross pass in hills.

8½

Road turns NE.

10

Summit of pass, 202 metres.

12

Inn.

14

A branch road goes SE. *via* **Sarachli**, 1 km., to **Langaza**, 6½ km. From **Langaza** rough roads lead NE. to **Suho**, 30 km., &c., in the **Beshik Dag** hills, and E. along the shores of **Lakes Langaza (Aivasil)** and **Volvi (Beshik Geul)** to the shore of the **Gulf of Rendina**.

The present road, after turning sharply NW. for 2 km., then resumes its NE. direction and passes through uncultivated country.

26

**Guvezne** village.

km.

A track branches r. and S. to **Langaza**, 11 km.

A track branches l. and generally NW. It crosses a number of l.-bank tributaries of the **Galiko**, crosses that river at 21 km., and reaches **Kukush** (Div. II, Route 4, at km. 21).

Main road now passes over outliers of neighbouring hills. At first it bends N., but soon resumes its generally NE. direction, ascending sharply.

34 Military station. Alt. 544 metres.

39 Alt. 534 metres.

44 Road crosses **Likovan Dere**. **Yanik** village 1 km. S. of road.

46½ Road crosses another branch of **Likovan Dere**.

48 **Likovan** (Negovan) village. Alt. 496 metres.

A track is shown on Aust. Staff Map E. to **Berovo**, 11 km., alt. 690 metres. From here, and from a point 5 km. further on (16 km. from Likovan) tracks lead E., converging near **Nigrita** (36 km. from Likovan following the second of these tracks, which appears to be the better). From **Nigrita** a track leads NE. to **Apidia** (Pize), 42 km. on a road (believed to be fit for wheeled traffic) running NW. and SE. along or near the SW. shore of the **Tahinos** lake (see km. 65 below). From km. 16 from Likovan a track continues S. to **Suho**, 21 km. from Likovan (see under km. 14 of main route above).

The main road ascends the Beshik Dagh passing near its crest near—

53 **Lahana**, alt. 660 metres. Road descends into the **Seres** plain.

56 Military post.

58 Inn. Alt. 610 metres.

61 Alt. 627 metres.

65 **Bashkõi** village S. of road. Road traverses fertile country.

Cart track from **Doiran** joins main route from NW., and continues SE. to join, near the head of the Tahinos Lake, a road, believed fit for wheeled traffic, though stated to be difficult towards **Seres**, which runs from that town round

km.

the head of the lake and along or near its SW. shore (which is in part marshy) south-eastward, and affords connexion with **Orfano** and **Kavalla**.

- 72 **Karasu Chai** (Struma) is crossed by a wooden bridge. Hence onwards to **Seres** the road traverses open and well-cultivated plain.
- 76 **Yeniköi** village.
- 78 Military Post. Road crosses **Belitsa** river.
- 81 Cross Salonica-Dedeagach railway.
- 83 Military Post. Branch road l. and NW. to **Demirhissar** (21 km.) and up valley of **Struma** through **Rupel** Pass, for **Juna'-i-Bala**, **Dubritsa**, and **Sofia**.
- 89 **SERES.**

## ROUTE 6

**STRUMITSA—PEHČEVO—CAREVO**, 82½ km.

This is a rough mountain road in great part only fit for pack transport, in bad condition to near Pehčevo; thereafter fit for wheeled traffic. Good road reported under construction.

km.

- 0 **STRUMITSA.** Alt. 262 metres.  
The route (a fairly good road for 4 km.) leaves the town in an E. direction, crossing the plain of Strumitsa, and in so doing crossing the Strumitsa and some of its affluents.
- 4 **Dabilja.** The route from here to **Hamzali** (14 km.) appears to be a cart-track.
- 7 **Dragomir.**
- 9 **Petralič.**
- 14 **Hamzali.** Here route reaches foot of **Dragoneva** mountains, and continues as a mule-track up a narrow valley to a pass between these mountains and the **Ogražden Planina**.  
Ascent becomes very steep.
- 19 Military post at summit; alt. about 1,100 metres.  
Cross frontier from Bulgaria into Serbia. Route then crosses head of **Suha Laka** valley (alt. about 690 metres) by steep descent and ascent.
- 27 Alt. about 1,100 metres. Descend to head of valley of a tributary of the **Bregalnica**.
- 30 **Sirina**, l.

- km.  
 32½ Cross **Bregalnica** and turn N. for 2½ km. down r. bank. Route continues as cart-track, turning E. up l. bank of the **Berovska**, to—
- 36½ **Berovo**. Cross stream. The route (a mule-track for the most part) leads N. and NE., undulating and crossing a steep spur of the **Maleš Planina** to—
- 47 **Pehčevo** (Osmanie) in valley of the **Pehčevska**. Road now turns NNW. Branch road for wheeled traffic r. (E.) to **Bresnitsa** (Bulgaria).
- 50 **Negrevo** village. Route ascends steeply near head of valley, and crosses divide separating it from valley of the **Želeвица**.
- 52 Summit. 1,450 metres. Descend to and follow r. bank of **Želeвица**.
- 60 **Cervnik**, 1 km. E.
- 71 **Trabotivište**. **Želeвица** joins **Bregalnica**. Road turns NNW., and follows the **Bregalnica** downward (there appear to be a bridge here and tracks on both sides of the river). Following r. bank—
- 78 **Stamer**, 1 km. from river.
- 81½ Junction of r. bank track with **ISHTIB-JUMA'-I-BALA** Route (Div. II, Route 8) at km. 78½.
- 82½ **CAREVO** (Tsarevoselo). Junction of l. bank track with **ISHTIB-JUMA'-I-BALA** Route (Div. II, Route 8) at km. 77.

## ROUTE 7

STRUMITSA—ISHTIB, 63 km.

Reported fit for motors (March 1916). The most difficult part of the road is at the crossing of the watershed between the **Struma** and the **Vardar** rivers, where there are spurs from the **Plačkovica Planina** on the north, and other hills on the south.

- km.  
 0 **STRUMITSA**. Leaving **Strumitsa** the route goes in a northerly direction for 13 km. and then bends NW., following the **Stara** river. This river here runs between the **Gradec Planina** on the S., highest point 957 metres, and the **Plačkovica Planina** on the N. (highest point 1,350 metres). There are two or more tracks as far as **Radovišta**,



km.

and there is no evidence to determine which of them is the best. One, keeping to the hills, on which most of the villages are situated, is given as an alternative under km. 3 below. The route given as the main route keeps to the valley.

From **Strumitsa** to **Radovišta** in rainy weather the mud is extremely deep and the going very difficult. The route is reported to have been improved recently, though in 1903 the chaussée from Radovišta, at first good, soon deteriorated, being often left unmade.

11½ Cross **Vodovcha** tributary of the Strumitsa river by a bridge.

3 Alternative (hill) track to Radovišta branches l. and N. It is said to be very difficult for carts.

km. from  
junction.

1½

**Angeltsi.** Track crosses numerous low spurs and tributaries of the Stara. The villages are usually situated on the banks of the streams.

5½

**Edrenik.**

8

**Vladovtsi.**

9

Cross frontier from Bulgaria into Serbia.

10½

**Radičevo.** Track bends NW. and is about 1 km. distant from main route.

12½

**Dukatino.**

15½

**Kalugerica.**

19½

**Surdol.**

22

**Vojslavci.**

24½

Track turns N. by E. A branch track continues W. through **Inova** (1½ km.) and **Damjan** (6 km.) to join main route at km. 43, below.

26½

Cross the **Stara.**

29½

Enter **Radovišta** from the S.

4½

**Gradosor.**

10

Road approaches r. bank of **Stara** river, and leaves the Strumitsa plain.

13

Cross frontier from Bulgaria into Serbia, at S. end of a defile through which the Stara flows.

24

Turn N. to cross the **Stara**, and follow r. bank of the **Radovišta** NW. A track continues W. to rejoin the present route at km. 43, below.

30

**Radovišta**, 386 metres.

Road then proceeds W. up valley.

km.

40

**Topolnica**, ? N. of track. Near this village a direct, but very difficult track for carts from **Strumitsa** *via* **Damjan**, joins the present route.

Descend gently to headwaters of **Maden** river.

A track branches r.  $1\frac{1}{2}$  km. to **Topolnica** and continues to **Ishtib**.

43

Three tracks meet : see km. 24 of main track, and km.  $24\frac{1}{2}$  of alternative track, above.

47

Cross the **Pilavtepe** hills. Alt. 660 metres.

49 $\frac{1}{2}$ 

Road crosses **Drin**, affluent of the **Kriva Lakevica**. Alt. 482 metres. Ascend tributary valley NW.

52

Springs. Alt. 652 metres. Road keeps along ridge.

56

**Lipovdol** village, 1 km. N. of road, in **Olina** valley. Alt. of road, which is here on ridge above the valley, 672 metres. Road now descends NW. towards **Ishtib**.

59

**Strupica** spring. Road continues to descend rapidly.

63

**ISHTIB**, 290 metres.

## ROUTE 8

ISHTIB—KOČANA—JUMA'-I-BALA, 114 km.

As far as **Kočana** the route is practicable for motors (October, 1915); in good order and fit for wheeled traffic to **Carevo**; thence unmetalled and difficult.

Alternatively, a cart-road leads near opposite (l.) bank of **Bregalnica** *via* **Kara Orman** (4 km.) and **Vinica** ( $40\frac{1}{2}$  km.) to join main road (45 km.) at km. 51, below.

km.

0

**ISHTIB**.

Between **Ishtib** and **Kočana** the country S. of this road is very hilly, rising in the **Plačkovica Planina** to Mount **Dobra**, 1,350 metres. This range of hills is broken by many small valleys containing streams draining into the **Bregalnica**. There are also a large number of springs. The country on the N. is gently undulating and open.

1

Cross river **Bregalnica**.

km.

7

**Čardakli.** From Ishtib to this point the road closely follows the river **Bregalnica** on its r. bank and in a northerly direction. The road then, still following the river, bends NE. Valley is naturally marshy, and has an extensive artificial irrigation and drainage system extending about 35 km. along the river from here.

13

**Krupište.**

13½

Branch road from **Stracin** comes in. (See Div. III, Route 1 under km. 65½.)

15

Cross river **Zletovska**, which joins **Bregalnica** just below this point.

23

Military post.

26

**Obleševo.** Road here resumes a NE. course.

31

Branch chaussée W. to **Sokolarci**, 12 km., continued by track to **ISHTIB-STRACIN** Route (Div. III, Route 1, under km. 65½).

35

**Kočana**, alt. 403 metres, a small town on river of same name with steep bare spurs of **Osogovska Planina** to N.

Rough tracks from **Kočana** cross the hills to **Kratovo** and **Egri Palanka**. The valley is fairly well cultivated near the town.

38

Cross **Crna** river.

40½

Branch road SE. to **Vinica**, 4 km.

45

**Istibanja**, about 400 metres. Road here crosses **Bregalnica** and turns due S.

48

**Jakimova.** Road climbs NE., E. and N. up the **Crni Kamen**.

51

Alternative road from Ishtib joins from SSW.

53

**Vinička Gumna.** Road continues to ascend to a col over the northernmost spur of the **Golek** range.

57

**Aladža** spring, 825 metres.

60

Military post of **Kalimanci**. Summit, about 1,100 metres. Spring here. 1 km. S., village of **Grlena**. Steep descent to—

63½

**Turija.** Road now re-enters valley of the **Bregalnica**, which makes an elbow bend to N. to **Istibanja**.

67½

Here, and again 4 km. farther on, road bends S. to cross ravines.

68½

**Bigla**, 680 metres. To S. are the **Golek** mountains, of which **Čuka Golek** rises to 1,550 metres.

77

**Carevo** (Tsarevoselo), on l. bank of river. Alt. 628 metres. Road here crosses river by bridge.

78½

Branch road to **Pehčevo**, 35½ km., diverges r. and S. along

- km. valley (Div. II, Route 6). Main road now leaves river and traverses hilly country intersected by small streams.
- 81 **Zvigor.** Road now follows an affluent of the Bregalnica in NE. direction.
- 87 Cross high ridge of **Lukov Vrh** between the Bregalnica and Struma. Cross frontier from Serbia into Bulgaria.
- 88½ Alt. 1,297 metres. Steep descent towards **Trnovo** in valley of Klisura.
- 93 **Doganyi.** Track undulates, crossing spurs and tributaries of the Struma.
- 100 **Velyako**, S. of road, and **Bednichka**, N. Road descends to—
- 103½ **Struma** river, crossing its tributary stream, the **Lisiyska**. Road bends sharply N. following r. bank of river.
- 106 Road crosses **Struma** by bridge. In immediate vicinity, village of **Dolnya Mahala**.
- 107½ **Belopolye**, ½ km. W. Road under description runs S. near l. bank of **Struma**. Branch road l. and NE. to join (2½ km.) main **JUMA'-I-BALA-SOFIA** road at **Barakovo**.
- 112 **Gramada** village to S.
- 114 **JUMA'-I-BALA (Jumaya).**  
This town is situated on the main road from Salonica to Sofia *via* the Rupel pass. (See Div. II, Route 5 at km. 83.)

## ROUTE 9

ISHTIB—KUMANOVO, 65½ km.

- km.
- 0 **ISHTIB.** For the first 11 km. see Div. II, Route 10.
- 11 **Hadirfakli.** Road branches r. (N.) from Veles road at military post ¼ km. NW. of this village.
- 13 **Erdželi**, 277 metres. Track enters r. from **ISHTIB-VELES** route (Div. II, Route 10 at km. 4). Road now takes NW. direction across undulating country following valley of the **Orla**.
- 15½ Road crosses tributary of the **Orla**, which it joins 1 km. below this point.
- 19½ Road crosses **Orla**.
- 20½ **Kliseli** (Sveti Nikola), 311 metres. Branch track SW. to **ISHTIB-VELES** road (Div. II, Route 10, at km. 25).

- km. Road now leads N., closely following r. bank of **Malinovski** river.
- 25 Junction of **Beriš Deresi**, a l.-bank affluent of the **Malinovski**. Road now takes a NW. direction, still following the river.
- 31 Branch track, continuing NW., passes through **Sušica**, and across the **Pčinja**, to **Hadjarlar** on the **Ŭsküb-Nish** railway, and follows railway to **Ŭsküb**.  
Road strikes NNW.
- 33½ **Alakinci** village and fortified post 1 km. SE. of this point, in adjacent valley.
- A branch road leaves W. and furnishes an alternative route *via* the villages of **Malino** (1½ km.), **Živinje** (7½ km.), **Kolitsko** (11½ km.), and at 14 km. joins road under description at km. 45, below.
- On leaving cross-roads present road proceeds as above and then continues NW., crossing the **Gradište Planina** at a height of about 800 metres.
- 45 Road is joined by alternative road described at 33½ km.
- 45½ Well, E. of road. Road now continues in northerly direction, descending into valley of **Orašica**.
- 50½ **Orašac** village and military post. Road continues as before.
- 51½ Road reaches **Orašica** river and then takes NW. direction following the river, an affluent of the **Pčinja**.
- 53½ Cross **Pčinja** river. Road then continues NW. following l. bank of the **Golema** river.
- 57 1 km. W. of this and on opposite side of river is village of **Dobržane**.
- 62½ **Berakli** village.
- 64 Cross-roads. Road turns off W. crossing river **Golema**. To the E. a road leads by the **Kratovska** river to **Kratovo**. From this point also a road leads N. to **KUMANOVO-EGRI PALANKA** road (Div. III, Route 1), just outside the town of **Kumanovo**.
- 65½ **KUMANOVO**.  
Pop. 10,000, largely Turks. Station 1½ miles W. of the town and connected with it by a good chaussée. The town is situated in a fertile plain. The inhabitants are wheat growers and graziers.

## ROUTE 10

ISHTIB—VELES, 33½ km.

Good route, reported fit for motor transport, 1916.

| km. |   |
|-----|---|
| 0   | <b>ISHTIB.</b> Road runs NW. to <b>Hadirfakli</b> for 11 km. over the <b>Ejevo Polje</b> .  |
| 1   | Cross river <b>Bregalnica</b> .   |
| 2   | Branch from <b>ISHTIB—JUMA'-I-BALA</b> road (Div. II, Route 8).   |
| 4   | Branch track r. to <b>Erdželi</b> (Div. II, Route 9, at km. 13).  |
| 6   | <b>Krividol</b> .   |
| 11  | <b>Hadirfakli</b> village and military station, 268 metres. Kumanovo road (Div. II, Route 9) branches N. Road goes WSW. to Veles. |
| 15½ | Bridge crosses river <b>Azmak</b> or <b>Orla</b> . Alt. 258 metres. Country to S. here marshy.                                    |
| 19½ | <b>Sari Hamzali</b> , 268 metres.   |
| 22  | Road ascends to 345 metres, and descends to—  |
| 22½ | Cross stream and reach <b>Karadžali</b> .   |
| 25  | Branch track r. from <b>Kliseli</b> (Div. II, Route 9, at km. 20½).   |
| 26½ | Artesian well on S. side.   |
| 29½ | Summit of spur, 392 metres.   |
| 32  | Main road from <b>Üsküb</b> comes in r.   |
| 33½ | <b>VELES</b> ( <b>Köprülü</b> ).  |

- km.  
59 Road crosses **Rušinački** stream. **Rugince-Derbend** 1 km.  
N. of road.
- 63 Inn and military post.
- 64½ **Stracin**. After this the road crosses several streams and enters a country which rapidly becomes more hilly and less cultivated.
- 65½ Branch road r. and SE. to **Trnovca**, **Kratovo**, **Zletovo**, and **Ishtib**, 69½ km.
- km.  
0 Bifurcation of roads.  
As far as **Kratovo** this road is a chaussée. The bridges are said to be shaky, but the road otherwise in good order.
- 7 **Trnovca**.
- 8 Cross **Kriva** river.
- 14 **Talašmanci**, alt. 752 metres.
- 16 **Železnica**, 629 metres.
- 19 **Kratovo**, 683 metres. From **Kratovo** to **Zletovo** and **ISHTIB-JUMA'** road route is a very rough and difficult track over the hills, but is just passable for wheels.
- 34 **Zletovo**.
- 48 **Guynovtsi**.
- 54 **Ulyartsi**.
- 56 Junction with **ISHTIB-JUMA'-I-BALA** road (Div. II, Route 8, at km. 13½).
- 69½ **ISHTIB**.
- 68 **Vjetrenica** village S. side of road.
- 71½ Cross **Hrankovački** stream. Road enters valley of the **Kriva**, which it follows to **Egri Palanka**.
- 77½ **Cifte Han**.
- 80 Military post, 546 metres.
- 86 **Han Glubočica**, 613 metres, 1 km. N. of road.
- 88 **Martinica**, S. of road.
- 90 **EGRI PALANKA**, 682 metres.  
Pop. (1915) 5,000, on the military route across the frontier via the Devebajir Pass to Kustendil. The town is situated in the defile of the Kriva river, and has no strategic value. Military road (reported 1913) SE. to **Kameniča**, about 30 km.  
Leaving **Egri Palanka** the Kustendil road ascends the **Kriva** valley at first NE. and then generally E., with steep scrub and forest-clad slopes on both sides.

|     |  |
|-----|--|
| km. |  |
| 94  | Alt. 702 metres.   |
| 98  | Begin winding ascent.  |
| 102 | <b>Zedilovo.</b> Military post. Summit of <b>Devebajir</b> pass. 1,190 metres.   |
|     | Cross frontier from Serbia into Bulgaria. Descend.   |
| 104 | <b>Gyushevo</b> , S. of road. Terminus of railway from <b>Kustendil</b> and <b>Sofia</b> . Road crosses railway, which makes a deep bend to N. between this point and Kustendil. |
|     | Cross several head streams of <b>Sopolshtitsa</b> , tributary of <b>Struma</b> .   |
| 114 | <b>Vratsa</b> .  |
| 118 | <b>Dolnya Brestnitsa</b> .   |
| 123 | <b>KUSTENDIL</b> .   |

## ROUTE 2

KUMANOVO—VRANJA—LESKOVAC, 120½ km.

From **Kumanovo** to **Vranja** route goes over a chaussée indifferently kept up, which forms part of the **Üsküb-Vranja** route, the principal route into eastern Serbia.

|     |   |
|-----|---|
| km. |   |
| 0   | <b>KUMANOVO.</b> From here road leads over undulating and cultivated country in a northerly direction up the valley of the <b>Banjska</b> river. It then crosses a low divide between this valley and that of the <b>Moravica</b> , which is bounded by the <b>Rujan Planina</b> on the E. and the <b>Crna Gora</b> ( <b>Kara Dag</b> ) mountains on the W. In addition to the road the railway from <b>Üsküb</b> to <b>Belgrade</b> also follows this natural line of communication. Road leaves <b>Kumanovo</b> (320 metres) and proceeds along r. bank of the <b>Banjska</b> , the railway running from 4 to 2 km. to the W. |
| 2½  | <b>Dolnji Konjare.</b>  |
| 3½  | Road crosses river by bridge and follows l. bank at distance of about ½-1 km. from river, crossing several small tributaries.   |
| 6½  | <b>Tabanovce.</b>   |
| 9½  | Railway station 1½ km. W. across <b>Banjska</b> . Alt. 388 metres.  |



### III—NORTH-EASTERN DIVISION

#### ROUTE 1

ÜSKÜB—KUSTENDIL, 123 km.

VIA KUMANOVO AND EGRI PALANKA

THIS is an important strategical route leading from **Üsküb** to **Kustendil** and thence to the Sofia–Radomir railway, and is the only easy route crossing the long line of difficult frontier hills. The most difficult parts of the route are the defile beyond **Egri Palanka** and the ascent of the **Devebajir** pass from a point 6 km. on the Serbian side of the Bulgarian frontier.

This chaussée is metalled and in good condition for carriages as far as **Stracin**, the width of metal varying from 12 to 18 ft. From **Stracin** to **Egri Palanka** it is narrower, 10 to 15 ft. of metal, and in a doubtful state of repair. The bridges are usually of wood with stone or wooden piers. From **Egri Palanka** to **Devebajir** pass the road follows a defile and in places was only about 12 ft. wide; this section was impassable for wheeled traffic, but is reported to have been made into a chaussée, with a width of 12 to 16 ft. of metal. For the first 9 km. the road runs from 20 to 30 ft. above the midsummer level of the river **Kriva** and rises gradually. Thence to the frontier it ascends the steep mountain slopes by long zigzags and rises about 450 metres before **Devebajir** is reached: heavy wagons and guns probably require to be double-horsed for the ascent. The bridge over the **Kriva** at 9 km. from **Egri Palanka** has been reported broken; the river, however, is easily fordable in summer. From **Devebajir** to **Kustendil** there is a fair chaussée which continues to **Radomir** and **Sofia**. According to information received in October 1915 this road has been very greatly improved.

One telegraph wire on wooden poles followed the road in 1905 as far as **Cifte Han**, whence two wires (the second from **Kratovo**) led to **Egri Palanka**. There was then also telegraph between **Egri Palanka** and the frontier post at **Devebajir** pass. From **Devebajir** to **Kustendil** one wire (and for part of the way three) followed the chaussée.

- km.  
 0 **ŬSKŬB.** Leaving the town the road runs NE. and parallel to the Ŭskŭb-Nish railway.  
 4 Road to Ishtib branches r. and SE. The road now rises gradually to a plateau and traverses an undulating and cultivated country.  
 7 **Hasanbegovo.**  
 8 Country marshy. Alt. 230 metres.  
 11 **Haračina** village S. side of road.  
 13 Military post.  $\frac{1}{2}$  km. beyond this road bends N. and begins to rise, at first rather steeply.  
 16 **Orlanci** village W. side of road. Hills to W. of this village, 750 metres.  
 18 Military post. Road turns sharply NE.  
 18 $\frac{1}{2}$  Alt. 578 metres. Road bends slightly NW., but resumes immediately its north-easterly direction and passes over the **Uzundži** plateau. The plateau is open and affords a suitable halting-place half-way to **Kumanovo**. Water is only available from a few wells and a dirty brook. From here to the railway crossing (km. 27 $\frac{1}{2}$  below) troops can move anywhere off the road. The road descends to—  
 22 $\frac{1}{2}$  **Novoselo**, on W. side of road. Spring 1 km. NE.  
 27 $\frac{1}{2}$  **Sarimeške**, E. of road. Just beyond village road crosses railway. Station  $\frac{1}{2}$  km. N. of road. Alt. 390 metres. Branch road from **Ibrahimovce** comes in (see Div. II, Route 2, at km. 43).  
 31 **Kumanovo.** Alt. 320 metres.  
 Route **KUMANOVO-VRANJA-LESKOVAC** (III, 2) branches N. from here. A fair chaussée leads E. by S. to **Kratovo**, 47 $\frac{1}{2}$  km. Leaving **Kumanovo** the road runs in a general easterly direction, over undulating cultivated country (**Crno Polje**), skirting spurs of the **Stracina Planina** which command the road on the N.; later on the road is commanded from the south also.  
 41 **Mlado.**  
 41 $\frac{1}{2}$  Road crosses an affluent of the **Pčinja** river. Spring about  $\frac{3}{4}$  km. SE. of this crossing.  
 49 Road crosses **Pčinja** river by a wooden bridge with stone piers. After crossing the river, **Vojnik** village is found to S. and a military post to N. of the road.  
 52 Road crosses **Makreški** stream. **Makreš** about 1 km. N. of road.  
 53 $\frac{1}{2}$  **Oblavci** village S. of road.

- km.  
15 Track branches l. and NW. for 3 km. to Preshovo railway station. Alt. 460 metres. This is the summit (on the railway) of the divide between the valley of the **Banjska** running S. from that of the **Moravica** running N. Railway now follows l. side of this valley. **Preshovo** (Serb. Preševo) village is 3 km. WNW. of Preshovo station.
- 16 **Mamalar**, 482 metres, the highest point reached by road on the divide. Road from here descends valley of the **Moravica**, following river at a distance of about 1 km. from its r. bank and crossing numerous mountain streams draining into it.
- 23 Track branches l. and W. to **Dolnje Bukovce** village, 2 km., and railway station 1 km. beyond, alt. 428 metres.
- 26 **Biljač Han**, 426 metres.
- 29½ Ascend to cross spur, 504 metres.
- 31½ Road here closer to river. **Redžeb Han**.
- 34 Cross **Moravica**.
- 34½ Cross railway. **Lavašovo** village. Railway crosses **Moravica**.
- 35½ Cross **Binačka** (Southern) **Morava** river by bridge. Immediately beyond, on l., join road from **Ferizović** (Div. IV, Route 1, under km. 49) coming from W. Alt. 395 metres. **Bujanovce** village ½ km. N. Road now runs near l. bank of the **Morava** and leads NE. to **Vranja**.  
Railway follows r. bank of river and **Zibefče** station is 6 km. E. of this point. Railway here crosses river to l. bank.
- 42½ **Davidovica**.
- 44 **Pavlovce**.
- 47 **Dolnje Neradovce**, E. of road.
- 53 **VRANJA**, 473 metres.  
Pop. (1905) 10,805. This town is situated on hilly ground 2½ km. W. of river **Morava**, and from it a short road of about 2 km. leads down to Vranja station close to the river. Almost immediately after this station the railway crosses the river and follows r. bank. The road on leaving Vranja proceeds down the narrow valley of the **Morava** and follows its l. bank closely. The mountains on either side rise to heights of about 1,300 metres. A brook flows through the town. There are six stone and two wooden bridges. Local products are cloth, glass, porcelain, iron-ware, paper, lamps, ovens. The land around produces maize, wheat, fruit, and vegetables, and there are also meadows and grazing land.

- km. From **Vranja** to **Leskovac** the road is reported fit for all traffic.
- 58 **Bresnica**. Bridge here leads a branch road r. over **Morava**, and thence along its r. bank: after 15 km. it leaves valley E., and proceeds to **Trn** (61 km.), &c. (See Div. III, Route 6.)
- 63 **Mazarac**.
- 65 **Priboj**. Railway crosses **Morava** here, and now follows l. bank. Station 1 km. after crossing. Alt. 347 metres.
- 72 **Lepenica** village and stream. Side road from here leads through hills westwards to village of **Golemoselo**, 20 km., whence track continues to upper valley of **Veternica**, &c.
- 77 **Vladičin Han** and station. Branch road r. and E. crosses **Morava** by bridge and leads up valley of **Vrla** tributary of **Morava**, skirting **Masuričko polje** (477 metres) and after 10 km. joining the road to **Trn** (see Div. III, Route 6 at km. 31½).
- 80 Railway crosses to r. bank of the **Morava**. The valley here becomes extremely narrow, and road, railway, and river are close together.
- 86 **Džep**, 268 metres. Approaching this village, road crosses river and railway, and both road and railway run along r. bank through narrow **Momina** gorge. Station of **Džep** 1 km. N. of this point.
- 94 **Predejane**. Railway station. Railway here crosses to l. bank of river, while road continues along r. bank.
- 97 Railway re-crosses to r. bank, which is followed now by both rail and road.
- 101 Railway crosses to l. bank, while road follows r. bank.
- 104 **Grdeljica**. Within the next 1 km. :—(1) Branch road r. and N. to **Kozare** (1 km.) and **Vlasotince** (10 km. : see Route **LESKOVAC-PIROT**, Div. III, 7, at km. 15½); (2) railway crosses **Morava** to r. bank; station 1 km. beyond bridge; (3) road crosses railway and river to l. bank. Alt. 250 metres. Valley opens out.
- 107 **Mali Kopašnica**. Road and railway here meet again on l. bank of **Morava**. Both presently leave the river, and entering into fairly open and level country proceed NW. straight to **Leskovac**, crossing on the way several small streams running NE. into the **Morava**, which here flows generally N.
- 107½ Road crosses railway, which now runs l. of it.

|                   |  |
|-------------------|--|
| km.               |  |
| 117 $\frac{1}{2}$ | Branch road r. and E. across <b>Morava</b> by bridge (6 km.) to <b>Vlasotince</b> and <b>Pirot</b> (see Div. III, Route 7).  |
| 118 $\frac{1}{2}$ | Cross railway.   |
| 120 $\frac{1}{2}$ | <b>LESKOVAC</b> , 230 metres.<br>Pop. 12,000. The town is dominated on the SW. by the ruins of an ancient castle. Flourishing trade, principally in hemp and cordage. Numerous rope works and much home weaving. Pottery manufactured. |

## ROUTE 3

### LESKOVAC—NISH, 42 km.

The road, which is a main line of communication, fit for heavy motor traffic, follows the fertile valley of the **Morava** in a general N. direction.

|                 |  |
|-----------------|--|
| km.             |  |
| 0               | <b>LESKOVAC</b> .  |
| 4               | Road approaches railway, the W. side of which it follows closely. The railway is embanked.   |
| 5 $\frac{1}{2}$ | A track crosses the road and railway from W. to E. At 1 $\frac{1}{2}$ km. E. from the road it crosses the <b>Veternica</b> at <b>Bogojevac</b> . From the Veternica it turns NE. and crosses the <b>Morava</b> at 3 $\frac{1}{2}$ km. Thence it bears NNE. and skirts the lower slopes of the eastern side of the Morava valley. From <b>Drcevac</b> village (7 $\frac{1}{2}$ km.) it takes a NNW. direction to <b>Toponica</b> (20 km.), where it joins a road believed passable for wheeled traffic which runs along the right bank of the Morava to <b>Čečina</b> (25 km.), where it rejoins the main road to <b>Nish</b> (see km. 24 $\frac{1}{2}$ , below). |

$\frac{1}{2}$  km. beyond the crossing of the Morava another track leaves the track above described, turns S., and passing through **Grajevac** village (2 km.) turns ENE. and crosses the hills to **Ličje** (18 km.) in the **Kutina** valley. Highest point of track 690 metres above sea-level (16 km.).  $\frac{1}{2}$  km. beyond **Ličje** on the other side of the Kutina is a road believed passable for wheeled traffic running NNW. and SSE. from the **NISH—PIROT** road (Div. III, Route 8, at km. 7) to the **LESKOVAC—PIROT** road (Div. III, Route 7, at km. 33).

km.

- 8 Road touches the right bank of the **Jablanica** river and runs between it and the railway. Rising ground with scattered houses along the left bank of the **Jablanica**.
- 12 **Brejanovce** village. Road crosses the **Jablanica**, which it gradually leaves, the river turning in a NNE. direction.
- 13½ Road crosses railway, which proceeds in a NW. direction.
- 14½ Road branches NW. to **Prokuplje** *via* **Brestovac** and **Kočane** (see Div. IV, Route 4).
- 17½ Cross-road to **Brestovac** (2 km.), where there is a railway station.
- 20½ Road from **Priština** and **Bojnik** enters from SSW. (see Div. III, Route 3).
- 24½ Road crosses **Morava**. **Čečina** village on r. bank of river.

From **Čečina** a road believed passable for wheeled traffic runs up r. bank of the **Morava** to **Toponica** (5 km.); thence E. along the valley of the **Barbeška** to **Dolnji Barbeš** (10 km.). (At 11 km. a track goes NNW. over the **Seličevica** range (alt. 855 metres) about 6 km. from **Dolnji Barbeš**, and thence into **Nish**, 19 km.) From **Dolnji Barbeš** the road proceeds N. for about 3 km. and thence across a ridge in an E. direction into a ravine leading into the valley of the **Kutina** (17 km.), which it follows until it joins the **NISH-PIROT** road (30 km.) (Div. III, Route 8) at a distance of 7 km. from **Nish**.

The **Leskovac-Nish** road proceeds along the foot of the **Seličevica** hills, which here approach the river.

- 27½ The **Pusta** and the **Toplica** enter the **Morava** on its l. bank.

The valley becomes very narrow (**Kurvingrad** defile). Heights to the E. 338 metres above sea-level, and to the W. 312 metres. The ruins of the castle of **Kurvingrad** on the hills to the E. In the gorge the railway crosses the river.

- 28½ Road from **Prokuplje** and **Kočane** (see Div. IV, Route 5, under km. 94½) crosses river immediately below the railway bridge and joins the **Nish** road.

- 29 Below the gorge the valley rapidly widens and becomes about 5 km. broad. The road follows the lower slopes of the eastern hills in a NNE. direction, while the river

km.

winds NNW. on the other side of the valley. The railway also leaves the road running N. by W.

Track enters from **Vlase** village (4 km. to the SE.), and joins the **BARBEŠ-NISH** track (see under km. 24½) about 5 km. N. of the **Seličevica** hills.

40

Road crosses railway and enters—

42

### **NISH.**

Pop. about 25,000, including a small remnant of Mohammedans. The town is situated in a considerable plain on both sides of the **Nišava** at a short distance from its confluence with the **Morava**. It is the second city in Serbia both on account of its population and on account of its strategic importance, situated as it is at the junction of the only two valleys which permit of easy passage from Central Europe to the Aegean, i.e. the route up the **Nišava** leading to **Sofia** and **Constantinople** and that up the **Morava** *via* **Üsküb** to **Salonica**. It is also for the same reason an important railway junction.

The old Turkish town and citadel lie on the N. bank of the river and are connected with the more modern Serbian town on the S. side of the river by three bridges. The railway station is on the S. side of the river W. of the town, and the **Belgrade** line crosses the **Nišava** by a bridge immediately W. of the town.

The city contains a royal palace surrounded by gardens on the S. bank of the **Nišava**, barracks outside the town to the SW., Government offices on the N. of the river, railway repairing sheds, a pork factory, steam flour-mills, electric power station, &c. The modern part of the town has broad, fairly well-paved streets. An extensive view is obtainable from the roof of the cathedral, which is situated in the S. quarter.

**Nish** is the principal fortress of Serbia, the perimeter of the entrenched camp being about 30 miles, with outlying modern works. It was the head-quarters of the upper **Morava** Division, the centres of the regimental districts being **Pirot**, **Vranja**, and **Prokuplje**.

**NOTE.**—Much improvement of the roads in the **Morava** valley and elsewhere is reported to have been carried out during the enemy occupation (March 1916).

## ROUTE 4

## NISH—POŽAREVAC, 192 km.

The route is a main line of communication. It leaves **Nish** in a NW. direction and follows the valley of the southern or Bulgarian **Morava**. The railway line lies between the road and the **Nišava**, which latter is from 3 to 4 km. distant to the SW. There is also an inferior road which leaves the main road about  $1\frac{1}{2}$  km. from **Nish**, crosses the railway and proceeds along the SW. side of the railway to **Trupale** (8 km.) on the **Nišava**, whence it runs in a N. direction, and recrossing the railway at 12 km. rejoins the main road at **Gornji Toponica** ( $13\frac{1}{2}$  km.).

km.

0

**NISH.**

11

 $12\frac{1}{2}$ 

About  $3\frac{1}{2}$  km. to the W. the railway crosses the **Morava**. **Gornji Toponica** village. The road thence proceeds in a general N. direction, skirting the hills to the E. of the **Morava** valley, the river lying about 2 to 4 km. to the W.

20

23

**Draževac** village. The valley above this point contracts. **Bujimir** village on opposite bank of river. Route is joined by a road believed passable for wheeled traffic from **Svrljig** (see Div. III, Route 12, at km. 29). The distance from **Svrljig** is about 37 km.

The river here approaches close to the road on the W.

The road now runs along the lower slopes of the hills to the E. of the river, which continue close to its right bank down to **Aleksinac**.

31

A branch road here turns S., crosses the river by a bridge and divides into three, leading to **Prčilovica**, **Žitkovac**, and **Mrsolj** villages, distant about 4 to 5 km. (see alternative route to **Aleksinac** given below, km.  $32\frac{1}{2}$ ).

32

Road crosses the **Moravica**, a tributary of the **Morava**, and enters—

 $32\frac{1}{2}$ **ALEKSINAC.**

Pop. 6,000 ; about 1,100 houses. Situated on the r. bank of the **Morava** at its confluence with the **Moravica**. The main line of the railway runs on the opposite side of the valley, about 5 km. distant from which a light railway branches off past the town and goes N. for about 3 km. to the coal-mines ; there are also oil shale quarries in the vicinity.



km.

The town possesses a training college and large secondary schools, and is the centre of the tobacco-growing industry in the Morava valley.

There is an alternative route from **Nish** to **Aleksinac** along the left bank of the **Nišava** and **Morava**. This first follows the **NISH-PROKUPLJE** route to **Mramor**. (See Div. IV, Route 5, at km. 117.)

km.

0

**Nish.**

9

**Mramor**. Here route turns to the N. as a road believed passable for wheeled traffic, and follows l. bank of the **Morava**.

18

Railway crosses to l. bank of river, which is here about  $\frac{1}{2}$  km. E. Railway from this point runs between the river and the road. Road runs along the foot and lower slopes of the hills. There are numerous houses along the valley.

24 $\frac{1}{2}$ 

A road marked as passable for wheeled traffic branches off and ascends the **Turija** valley in a W. direction. At 12 km. at village of **Kulina** it leaves the **Turija** valley, crossing the hills in a general WSW. direction. At **Ribare** (20 km.) it joins the road from **Prokuplje** to **Aleksinac** (see Div. IV, Route 6, alternative under km. 128).

25 $\frac{1}{2}$ 

Road crosses railway.

26 $\frac{1}{2}$ 

**Tešica** village on the **Morava**. From this point on the road apparently becomes somewhat better.

28 $\frac{1}{2}$ 

Road crosses railway.

29 $\frac{1}{2}$ 

Road recrosses railway.

33 $\frac{1}{2}$ 

**Mrsolj** village. Here road bifurcates. A branch to the NW. leading past **Zitkovac** and **Prčilovica** continues to descend the **Morava** valley below **Aleksinac** via **Korman** (see km. 51 below); the other branch leads to **Aleksinac**, running in a NNE. direction to the bridge over the **Morava**.

36

Bridge over the **Morava**. See main route above, under 31 km.

38 $\frac{1}{2}$ **Aleksinac.**32 $\frac{1}{2}$ 

Road leaves **Aleksinac** in a general NNW. direction, skirting the lower slopes of the hills on the NE. side of the valley. There are numerous villages along the valley.

km.

40½

At a short distance before reaching the **Nerićev Han** a road branches off and leads in a general NE. direction to join the **ALEKSINAC-KNJAŽEVAC** road in the **Moravica** valley at the S. end of the **Bovanska** defile. Its length is 6 km. (see Div. III, Route 15, at km. 10).

46

A road branches NNW. across the hills to **Ražanj** village (8 km.) and thence to the valley of the **Jovanovačka** (17½ km.). It there turns to the W. and descends the valley to **Pojate** (21½ km.) 3 km. beyond **Čičevac**. At **Pojate** it rejoins the route, see 81½ km. below. This road, which by crossing the hills to the N. (highest point reached 336 km.) avoids the **Stalaćska Klisura** (see km. 51 below), is perhaps the best route from **Aleksinac** to **Paraćin** (see km. 95½ below), but it is apparently not good enough for heavy motor traffic.

48½

A road branches N. and joins the road mentioned immediately above at 2 km.

The hills from here approach the river in a general SW. direction. The **Požarevac** road follows their lower slopes.

51

The road crosses the **Morava** by a bridge. The valley between this point and **Stalać** becomes a gorge (the **Stalaćska Klisura**), through which the road and railway accompany the river. On the left bank of the river, a road down the SW. side of the valley from **Mrsolj** (see alternative route from **Nish** to **Aleksinac** at km. 33½ above) joins the route. The distance to **Mrsolj** by this road is about 21 km. The railway accompanies this road.

53

Road from **Prokuplje** and also from **Kruševac** enters from the S. (see Div. IV, Route 7, and Div. IV, Route 6, alternative under km. 128). From this point **Stalać** at the other end of the gorge lies NW., but the gorge winds considerably. The hills here on both sides are 300 to 500 metres above sea-level.

56

Road crosses railway and continues along l. bank of the river, while railway crosses to r. bank.

62½

**Braljina** village. Monastery of the same name on opposite bank.

71

**Stalać** bridge. Road from **Kruševac** (13 km.) down the W. **Morava** valley enters from SSW.

71½

**Stalać**. Pop. 1,500. Situated at the confluence of the Western and Southern **Morava** at the N. end of the narrow gorge through which the **Morava** flows. It is on the

km.

Belgrade-Nish railway, and is connected by a normal gauge line with the narrow-gauge W. Morava line at Kruševac.

From this point the road is a chaussée running in a general N. direction along the eastern edge of the valley, which is from 6 to 9 km. broad. River follows a winding course. Railway closely follows road along its W. side.

72½ **Stalac** railway station. From this point the railway runs on an embankment.

76½ **Radoševac.**

77 Branch road leads WNW. to the **Morava** (5½ km.) opposite **Varvarin** village. Road from **Kruševac** to **Jagodina** along W. side of valley passes about 1 km. W. of the river at Varvarin (Div. IV, Route 9, at km. 20).

77½ **Ćićevac** town, which is continuous with **Radoševac.**

Pop. 3,200; 530 houses. A long straggling village on the Belgrade-Nish railway and the junction for the Government timber line to **Sveti Petar** and also for a short line to the **Moravac** coal-mines (see km. 81½ below).

80½ **Pojate.** Route bears to the E.

81½ At the eastern end of **Pojate** village the alternative road mentioned at km. 46 above joins the route. Narrow-gauge railway continues E. up the **Jovanovačka** for a total distance of about 23 km. to the neighbourhood of **Podgorac**. The route turns sharply W. by N., and re-enters the **Morava** valley.

85½ Road rejoins the main railway line, which it follows closely to **Paraćin**. Road and railway run in a N. by W. direction in a straight line down the valley, the railway on an embankment close to the W. of the road.

89½ Between this point and **Paraćin** the country between railway and river is traversed from S. to N. by a narrow winding lake or marsh which is 1½ to 3 km. W. of railway.

92½ A road branches W. leading to **Obrež** (about 9 km.) on the **KRUŠEVAC-SMEDEREVO** road (see Div. IV, Route 9, at km. 27). It crosses the lake or marsh by bridges, between which lies **Striža** village (about 2½ km.), and at **Gornji Vidovo** village crosses the **Morava** by a bridge.

95½ **Paraćin.** Pop. 6,000; 1,200 houses. Situated on the **Crnica**, which is here crossed by two bridges, about 6 km. from the r. bank of the **Morava**. It is the terminus of an important road and of the narrow-gauge railway, both of which run to the valley of the **Timok**. It is the centre

km.

of the wool industry, and is also a centre for the export of agricultural products, principally maize, wheat, cattle, pigs, timber, &c.

Here a road leaves on the east leading to **Zaječar** (about 91 km.) (see Div. III, Route 16).

Another road branches W. from **Paraćin**, runs along the r. bank of the **Crnica**, crosses the **Morava** at 6 km., and at  $6\frac{1}{2}$  km. joins the **KRUŠEVAC-SMEDEREVO** route (see Div. IV, Route 9, at km. 37).

The **Požarevac** road from **Paraćin** continues in a general NNW. direction to **Čuprija**. The main railway line is at first about 1 km. W. of the road.

98 Road crosses narrow-gauge branch line to **Zaječar**.

100 Road approaches main line, which is here embanked, and accompanies it closely for next  $3\frac{1}{2}$  km.

103 $\frac{1}{2}$  Main line turns sharply W. and crosses river about  $2\frac{1}{2}$  km. distant. **Čuprija** station is at the bend, and from this a narrow-gauge branch line runs up the **Ravanica** valley in an ENE. direction to the **Senjski Majdan** mines (about 22 km.).

104 $\frac{1}{2}$  Outskirts of **Čuprija**. A road (length about  $17\frac{1}{2}$  km.) leads ESE. to the **PARAĆIN-ZAJEČAR** road (Div. III, Route 16, at km.  $11\frac{1}{2}$ ).

105 $\frac{1}{2}$  **Čuprija**. Alt. 120 metres. Pop. 5,000. Situated close to the r. bank of the **Morava**. About 2 km. to the S. of the town the Belgrade-Nish railway crosses the **Morava** by an iron bridge, 320 metres long. To the N. of the town the road to **Jagodina** crosses the river by a boat bridge. The town is the most important centre on the E. side of the **Morava** valley. There are large fields of lignite in the district, and a light railway runs out from the main line up the valley of the **Ravanica** to the State mines at **Senje** and to other mines beyond. The central ammunition dépôt of the Serbian army was at **Čuprija**, and there is a Government stud farm in the neighbourhood. NE. of this town, at a distance about 10 km., is the famous monastery of **Ravanica**.

The road runs in a general N. direction.

106 A road to **Jagodina** branches off NW. and crosses the **Morava**. A road to **Senjski Majdan** mines (19 km.) branches E.

115 **Krusar** village to W. **Morava** valley turns NNW.; road

- km. continues in a general N. direction into the valley of the **Resava**, avoiding the gorge in the Morava valley under the **Glavica** hill, and begins to ascend.
- 119½ A road branches SW. leading to **Glogovac** village (2½ km.), crossing the **Morava** by a bridge (4½ km.), and reaching **Jagodina** (11 km.).
- Between this point and **Svilajnac** there are several rough tracks leading to the **Morava**, SW. over the hills (300–400 metres) and connecting with the **JAGODINA-SMEDEREVO** Route (Div. IV, Route 9). These tracks have no bridges across the Morava.
- 124½ Alt. 291 metres. Watershed between the **Morava** and the **Resava**. Road begins to descend into **Resava** valley.
- 127½ **Veliki Popović**.
- 131 **Medvegja** village on the **Resava**. From here a road leads SE. up the **Resava** valley to **Stenjevec** village, about 20 km.
- From **Medvegja** route turns NW. and descends valley of the **Resava**, which is here about 2 km. broad, with gently rising slopes to SW. Road follows SW. side of valley.
- 147½ **Svilajnac** town on r. bank of the **Resava**, which is bridged. Pop. 6,000. Here a road branches off leading SW. to the **Morava** (4 km.), on the W. bank of which it bifurcates; one track leading SSW. to **Lapovo**, 11 km. (see Div. IV, Route 9, at km. 82½), while the other goes NW. to **Markovac**, 9 km. (see the same Route at km. 89). **Svilajnac** is at the mouth of the **Resava** valley, that river joining the **Morava** about 3 km. below the town. At **Svilajnac** the Morava valley is about 10 km. broad and gradually widens to about 18 km. at **Požarevac**. The valley is here well wooded, fertile, and thickly populated, with numerous villages, but is liable to floods. The course of the river is very winding, and appears to have altered at several points, leaving stretches of the old bed which are dry when the river is low.
- Route leaving **Svilajnac** crosses the mouth of the **Resava** valley in a NNE. direction.
- 153½ **Kušiljevo** (**Glogovac**) village on eastern edge of valley. From here a track leads NNW. to a point on r. bank of the **Morava** opposite **Veliki Orašje**, 15 km. (see Div. IV, Route 9, at km. 104).
- From **Kušiljevo** route runs N. along the edge of the hills which rise to 200 and 300 metres along E. side of the valley.

- km. | Villages succeed each other rapidly along the road, and from every village there is a track leading W. to the **Morava**.
- 157½ | **Porodin**. Pop. 3,600.
- 163 | **Zabari** village. Pop. 2,000. A cross track branches W. and joins the **KUŠILJEVO—ORAŠJE** road (see km. 153½ above) at **Dolnja Livadica** village (5½ km.). Another winding track leads across the hills E. to **Petrovac** (24 km.) on the **Mlava**. North of **Zabari** there is a rough track running N. along the crest of the ridge between the **Morava** and **Mlava** valleys, and there are rough tracks up to this ridgeway from the villages in each valley. The valleys gradually approach each other until just south of **Požarevac** the ridge between them is only about 2 km. broad.
- 167 | **Rakinac** village. A track leading W. to the **Morava** (6 km.).
- 173 | **Aleksandrovac**. Pop. 2,500. The **Morava** is here about 4 km. W. of the road.
- 181 | Large mining village of **Poljana** begins.
- 187½ | **Popovac** (or **Lučica**) village. Hills to NE. sink to 170 metres.
- 192 | **POŽAREVAC**.  
Pop. 13,000. Situated between the **Mlava** and **Morava** valleys. **Požarevac** was one of the regimental head-quarters of the **Belgrade** Division. It is the chief town of the department and contains fine modern public offices, two prisons, and several schools. At **Ljubičevo**, 6 km. to the SW., there is a large Government stud farm. There are several steam flour-mills in **Požarevac** and up the **Mlava** valley. Narrow-gauge railway to **Dubravica**, &c.

## ROUTE 5

POŽAREVAC—VELIKI GRADIŠTE, 34 km.

This road is reported suitable for heavy motor traffic throughout.

- km. |
- 0 | **POŽAREVAC**.  
From **Požarevac** the road crosses in a NE. direction the low ridge between the **Morava** and the **Mlava** valleys.
- 2½ | Summit of ridge, 130 metres.

- km.  
 4½ Road crosses the **Mogila**, a tributary of the **Mrava**. Road runs ENE. after crossing stream.
- 6½ Road crosses the **Mrava**. On r. bank of the **Mrava** a road branches off which runs NNW. down the river bank past several villages to **Drmno** (8 km.), whence it runs ENE. and NE. to **Ram** (24 km.) on the **Danube**.
- 7½ Cross-road branches S. up r. bank of river, passing several villages to **Salakovac** (7½ km.) (see Div. III, Route 19 (A), at km. 137).  
 The Gradište road runs ENE. across the plain of the **Mrava**.
- 15½ Road turns NE. Low hills to E.
- 18 **Majilovac** village. Road runs through undulating country.
- 23 Road reaches the edge of a plain stretching N. to the **Danube**, about 3 km. distant. It turns E. skirting the foot of the hills to the S.
- 25½ Track branches NNW. to **Kisiljevo** village on the **Danube** (3½ km.).
- 26 Road turns NE. again.
- 34 **Veliki Gradište**.  
 Pop. 3,000 ; about 630 houses. Situated on the r. bank of the **Danube**.

## ROUTE 6

VRANJA—TRN (BULGARIA), 82½ km.

The road, though marked as a main line of communication, is reported to be unfit for heavy military transport, at any rate in the neighbourhood of the frontier, where transport would be practicable only in bullock-carts with light loads. The Bulgarians have used the route for cavalry operations. From **Klisura** on the Bulgarian side there is a good military road throughout.

- km.  
 0 **VRANJA**. From Vranja the main road to Leskovac is followed for the first 5½ km. (See Div. III, Route 2, at km. 53.)
- 5½ **Trn** road branches off E. to the **Morava**, ¾ km. distant, crosses it by a bridge, crosses the railway (which here runs along r. bank), and then turns NE. down the valley.

km.

11½

Railway crosses to l. bank.

20½

Road leaves valley of the Morava and turns E. up the valley of a tributary.

24½

**Dekutinci** village. Road crosses a ridge. Alt. 567 metres.

25½

Road turns N. and begins to descend.

27½

Road crosses **Masuričko** plain, where there is a certain amount of industry in smelting iron and making horseshoes, nails, &c.

29

Road turns E.

31½

**Surdulica** village. End of the **Masuričko** plain.

A road believed passable for wheeled traffic branches WNW., skirts N. end of the **Masuričko** plain, and eventually reaches the river at 10 km. near a point opposite **Vladičin Han** on the **VRANJA-LESKOVAC** road (see Div. III, Route 2, at km. 77).

The road now enters the narrow but naturally fertile valley of the **Vrla**, with heights on either side rising to 1,200–1,400 metres above sea-level. Road crosses and re-crosses stream.

34

**Curkovac** village. The valley here becomes a narrow gorge.

38

Alt. 737 metres.

43½

Road leaves valley and climbs **Vlasina** hills to the E.

45½

Summit of ridge. Road descends into the **Vlasinsko** marshes, which usually dry up to a great extent in summer and produce large quantities of grass. Even in summer, however, pools remain in the north-part of the valley.

49½

Road here bifurcates, one branch running N. along the E. edge of the marsh to **Dražina** village, on the Bulgarian frontier; the other track, marked on the (1915) 1 : 200,000 map as a road not kept in repair, leads NE. to **Popova Mahala** (2½ km.), also on the frontier. It then turns N. and at 4 km. the end of the first branch lies about 1 km. to the N. The maps appear doubtful at this point.

53½

See preceding entry. Road crosses the frontier and proceeds in a general NNE. direction.

55

Road begins to ascend a ridge 1,216 metres above sea-level and thence descends into valley of the **Trnska** (Erma), which it follows to **Trn**.



- km.  
 59 Road reaches the **Trnska** at **Klisura** village.  
 61 Valley broadens.  
 65 Road and valley turn in general ENE. direction. Valley is from 3 to 5 km. broad. There are numerous villages and cultivation.  
 71 **Glavanovtsi** village. A track runs N. to Bulgarian frontier and thence to **LESKOVAC-PIROT** road (see Div. III, Route 7).  
 80 Valley narrows and turns NNE.  
 82½ **TRN.**  
 Beyond Trn the road runs E. across a ridge to the valley of the **Sekiritsa** (Yablanitsa). At 5½ km. it is joined by a cross-road to **Tsaribrod** (see Div. III, Route 9, at km. 13 and 22½). From **Vrabcha** on this cross-road another cross-road leads N. and joins the **PIROT-TSARIBROD** road at the mouth of the **Sukovska**.  
 From this point (i. e. 5½ km. beyond Trn) there is a good military road SE. to **Breznik** (26½ km. from Trn), whence several inferior tracks connect it with the main road from **Pirot via Tsaribrod to Sofia**. From **Breznik** it goes S. down the valley of the **Konska**. At 43½ km. it enters the valley of the **Struma**, which it follows still in a S. direction. At 45½ km. it joins the main road from **Kumanovo via Kjustendil to Sofia**. The point of junction is about 36 km. from **Sofia**.

## ROUTE 7

## LESKOVAC—PIROT, 71 km.

This road is reported to be good enough for heavy motor traffic only from Leskovac to Vlasotince (15½ km.) and from Babušnica (48 km.) to Pirot. The hilly portion of the road between Vlasotince and Babušnica is apparently fit for ordinary traffic other than heavy motors.

- km.  
 0 **LESKOVAC.**  
 From Leskovac the **KUMANOVO-LESKOVAC** Route (Div. III, 2) is followed in a SSE. direction for 3 km.  
 3 Route branches off E. by S. across the Leskovac plain.  
 8½ Cross the **Morava** by a bridge near **Nomanice** village.

km.

- 15½ **Vlasotince**, town on the **Vlasina** river. Cross-road from **Grdeljica** (see Div. III, Route 2, at km. 104), 10 km. distant, enters from the SW. on the W. outskirts of **Vlasotince**.
- 16½ Road crosses the **Vlasina** by a bridge and ascends its valley along r. bank. Above **Vlasotince** the hills on the S. are close to the l. bank of the river and those on the N. gradually close in. Along the gorge are several small monasteries.
- 29 **Svogj Han**. Village on hill to E.
- At **Svogj** a track marked on 1915 map as believed passable for wheeled traffic, but reported to be unsuitable in its present state for military transport, follows valley of the **Vlasina** for 7 km. and then, turning SE., ascends ridge E. of river and follows this ridge and then that N. of the **Gradska** as far as the Bulgarian frontier. It rises to a height of 1,400 metres. The distance from **Svogj** to the frontier is about 27 km. Beyond the frontier a number of mule-tracks connect it with the **VRANJA-TRN** road (Div. III, Route 6) in the valley of the **Trnska**.
- 32 Road leaves **Vlasina** valley and follows the **Lužnica** NNE. Road leaves the **Lužnica** and ascends hill to **Mezgraja**. Cross-road from **NISH-PIROT** high road enters (see Div. III, Route 8, under km. 7). Road, bearing E., crosses a ravine and traverses a ridge (537 metres) from which it descends.
- 36 Road rejoins the **Lužnica** and proceeds up the valley.
- 44 **Gorčinci** village on height N. of stream, on S. end of the **Suva Planina**. Monastery of **Sveti Petka** 1 km. NW. of village.
- 46 Road turns NNW., still following valley of the **Lužnica**. River banks in this neighbourhood are marshy.
- 48 Road crosses the **Lužnica**. **Babušnica** village on l. bank. Here a road leads to **Bela Palanka** (see Div. III, Route 8, branch (i) under km. 40).  
The present route follows the eastern of the two main roads through village and ascends slopes on E. side of **Lužnica** valley.
- 51½ Alt. 630 metres. Road turns NE. and descends into a ravine. It then gradually turns N. and presently ascends the **Bekleme** hill.

- km.  
56½ Road crosses watershed on the **Bekleme** hill between the **Lužnica** and the **Nišava**. It descends into a hollow and climbs another ridge.
- 60 Road descends into plain.
- 62 **Lopašnica** and **Blato** villages. Plain of **Pirot**.
- 65½ Road joins **NISH—PIROT** road (Div. IV, Route 8) and follows it to—
- 71 **PIROT**.  
Pop. (1905) 10,000 ; 2,027 houses. Situated on the l. bank of the **Nišava** at the confluence of several small streams with that river in a fertile plain at the foot of the promontory formed by the **Belava Planina**. There is a large mosque and an old square leaning tower in the town square. The railway station is on the r. bank of the **Nišava**.  
The principal industries of the place are carpet-weaving, embroideries, and jewellery.  
The place has a fairly modern entrenched camp.

## ROUTE 8

**NISH—PIROT, 66 km.**

The road is a main line of communication, part of the great **BELGRADE—CONSTANTINOPLE** highway, and is reported to be fit for heavy motor traffic throughout, except in the hilly section between km. 13 and km. 30.

- km.  
0 **NISH**. Road leaves **Nish** on the east, south of the **Nišava**. Tracks connecting this road with Route **NISH—KNJAŽEVAC** on the N. side of the **Nišava** valley (see Div. III, Route 12) leave the road at 6, 7½, and 10½ km.
- 1 Branch track leads SE. across the railway, crosses the **Seličevica** hills and at 28 km. reaches **Čečina** via **Barbeš** and **Toponica** (see Div. III, Route 3, at km. 24½).
- 2 A branch road joins track mentioned under km. 1 at the railway line, which is ½ km. S.
- 2½ The **Pirot** road from this point follows N. side of railway line, closely skirting N. slopes of the spurs of the **Seličevica**

km.

hills. Between this point and the **Kunovica** defile (13½ km.) road crosses numerous tributaries of the Nišava.

- 7 Road crosses the **Kutina** river immediately above its confluence with the Nišava.

On E. bank of the Kutina a road believed passable for wheeled traffic branches S. up the **Kutina** valley, crosses the watershed (580 metres) at 31 km., and then descends, at first along the valley of the **Pusta**. At 37½ km. it leaves this valley, crosses the **Predel** hills, and joins the **LESKOVAC-PIROT** road near **Mezgraja** (46½ km.) (see Div. III, Route 7, at km. 33). From this road two branch tracks to the **Morava** valley leave, (i) at km. 9 going *via* **Barbeš** and **Toponica** to **Čečina** (see Div. III, Route 3, at km. 24½), believed passable for wheeled traffic; and (ii) at km. 28 *via* **Ličje** over the **Garina** hills to the **Morava** at **Grajevac** (17 km.). (See Div. III, Route 3, under km. 5½.)

- 8½ Road crosses railway and runs parallel with S. side of the line. **Banja** railway station. Alt. 207 metres.

- 11½ Railway leaves road, turning N., and crosses to r. bank of the river, which it follows NE. up the narrow **Šićevska** defile. Road continues E.

- 13 Road ascends **Kunovica** defile up the valley of a small stream. The hills to N. are 550 to 800 metres high, those to the S. 550 to 600 metres.

- 17 Alt. 362 metres.

- 20 Road reaches head of the valley and ascends to the **Ploča** pass across a Northern spur of the **Suva Planina**.

- 24 Summit of pass, 573 metres. From this point road descends towards the **Nišava**.

- 30 **Crvena Reka** village at the mouth of the **Crvena** streams on the l. bank of the Nišava opposite **Vrandol** village. Road rejoins railway and Nišava.

- 31 **Crvena Reka** railway station. Road, river, and railway take a general SE. direction.

- 33 The **Bela Palanka** plain begins on the other side of the river. Alt. 350 metres. Railway close to road on E.

- 40 **Bela Palanka**, 287 metres.

Pop. about 2,500; 455 houses. A straggling village situated on l. bank of the Nišava in a prosperous and fertile valley. There are the ruins of a Turkish castle built in the

km. | sixteenth century, the great gateway of which still stands in the main street of the village.

Routes from Bela Palanka :—

(i) Cross-road to **Babušnica** village on the **LESKOVAC-PIROT** road (see Div. III, Route 7, at km. 48). It leaves **Bela Palanka** in a W. direction and ascends valley of the **Vrelo**. At  $1\frac{1}{2}$  km. it turns S., continuing to ascend the valley, which becomes a narrow defile. At  $11\frac{1}{2}$  km. it passes through gorge, heights to E. 650 metres, and to W. 823 metres. Then the valley broadens. At  $14\frac{1}{2}$  km. the road leaves the **Vrelo** valley, crosses a ridge 620 metres above sea-level, near a ruin ( $15\frac{1}{2}$  km.), and then descends along the upper valley of the **Lužnica** to **Babušnica** ( $20\frac{1}{2}$  km.), where it joins the **LESKOVAC-PIROT** road (see Div. III, Route 7, at km. 48).

(ii) Road to **Knjaževac**. A route for motors to **Knjaževac** can apparently be obtained by following the road described below as far as km. 23, thence by the branch road to **Svrljig** (see below), and from **Svrljig** by the **Nish-Knjaževac** road (Div. III, Route 12, km. 29–55). The total distance by this route is 70 km.

The road described below is apparently not suitable for heavy motor traffic beyond km. 23, and is reported to be least favourable to wheeled traffic in the section between km. 23 and km.  $35\frac{1}{2}$ . But further information should be obtained.

The road leaves **Bela Palanka** in a N. by E. direction, and crosses the railway at  $\frac{1}{2}$  km., and the **Nišava** at 2 km.; thence it bears ENE. to the S. foothills of the **Rinjska Planina**, where it ascends in a NE. direction along a ridge forming the SE. side of a valley. At 9 km. the general direction of the road turns N. It continues to ascend and at 11 km. reaches an altitude of 728 metres above sea-level. From here it crosses to the **Babina Glava** Mountain, where at 16 km., at an altitude of 852 metres, it is joined from the SE. by a track reported passable for wheeled traffic from **Pirot** (see Div. III, Route 11, at km.  $3\frac{1}{2}$ ). From this point the road descends the valley of the **Svrljiški Timok**. At 23 km. the road leaves the valley, turning in a NE. direction.

A road to the **NISH-KNJAŽEVAC** route branches off here and leads in a general WNW. direction, following

km.

the valley of the **Svrljiški Timok**. At about  $7\frac{1}{2}$  km. (456 metres above sea-level) it bifurcates. The main branch, continuing to follow the valley, reaches the **NISH-KNJAŽEVAC** route at 21 km. at **Svrljig** (see Div. III, Route 12 at km. 29). The second branch runs in a general N. by W. direction across heights rising to 627 metres. Thence it proceeds to join the **NISH-KNJAŽEVAC** road on the top of the **Tresibaba** plateau, about 800 metres above sea-level (see Div. III, Route 12 at km. 41). From the point of bifurcation to its junction with the **NISH-KNJAŽEVAC** road the distance is about  $12\frac{1}{2}$  km.

From 23 km., where it leaves the valley of the **Svrljiški Timok**, the **Knjaževac** road ascends in a NE. direction the slopes of the **Trvorska Čuka** range (958 metres) and reaches the summit of the pass at 27 km. Thence it descends into the valley of the **Stanjanska** (33 km.). Here a road from **Pirot**, believed passable for wheeled traffic, enters from the SSE. (see Div. III, Route 11 at km. 32). The **Knjaževac** road follows the **Stanjanska** valley in a N. direction to its junction with the **Korenatac** (**Trgoviski Timok**) ( $35\frac{1}{2}$  km.). At this point a road branches off E. over the **Sveti Nikola** pass to **Lom Palanka** and **Vidin** (see Div. III, Route 11, km. 34 to end). The **Knjaževac** road follows the valley of the **Korenatac** in a general NNW. direction between hills rising from 1,000 to 2,000 metres above sea-level as far as **Knjaževac** ( $63\frac{1}{2}$  km.).

The **Pirot** route leaves **Bela Palanka** in an ESE. direction and passes S. of the main range of the **Belava** mountains, while the course of the **Nišava** lies N. of this range, and the railway accompanies the river.

After quitting **Bela Palanka** the road enters a limestone defile.

46

Alt. 629 metres.

50

A track branches off leading N. past **Tijelovac** ( $1\frac{1}{2}$  km.), and reaches the railway at 6 km. and the river at  $6\frac{1}{2}$  km. From a point on the opposite bank a track leads to the **BELA PALANKA-KNJAŽEVAC** road ( $10\frac{1}{2}$  km.), above.

51

Alt. 630 metres. Hill to N., **Crni Vrh**, 942 metres. Road begins to descend.

54

Road begins to ascend a ridge.

56

Summit of ridge, 458 metres: **Cerovik** village to S. of road.

L

|     |   |
|-----|---|
| km. |   |
| 59  | Plain of Pirot.   |
| 60½ | Alt. 418 metres. Road from <b>Leskovac</b> enters from SW.<br>(see Div. III, Route 7 at km. 65½). |
| 66  | <b>PIROT.</b>   |

## ROUTE 9

PIROT—TSARIBROD, 24 km. (FOR SOFIA)

This is a main line of communication, part of the great highway from **Belgrade** to **Constantinople**.

|     |   |
|-----|---|
| km. |   |
| 0   | <b>PIROT.</b> Road leaves Pirot in a SSE. direction ; the <b>Nišava</b> lies to the NNE. at distances varying from ½ to 3 km.   |
| 2   | Road crosses railway and follows it closely from this point across the plain. Hills 600 to 950 metres high from 3 to 5 km. to the SW. The road is straight for 11 km. |
| 13  | Road and railway cross the <b>Sukovska</b> river about ½ km. above its junction with the Nisava.  |

From the E. bank of the Sukovska a road leads off S. At 14½ km. it rises to about 981 metres above sea-level, the highest point of a long plateau running N. and S. which it traverses. About 22 km. it reaches the summit of the **Greiben** plateau, from which it descends into the valley of the **Sekiritsa**, passing **Vrabcha** (27 km.), where it joins a main road from **Tsaribrod** to **Trn** (see under km. 22½ below). In the **Sekiritsa** valley the VRANJA-SOFIA road (Div. III, Route 6) is reached 5½ km. E. of **Trn** (30 km.).

The Pirot-Tsaribrod road and railway continue in a SSE. direction close to the **Nišava**. The hills are close to the river on both banks.

|     |  |
|-----|--|
| 18  | Road crosses frontier into Bulgaria.   |
| 22½ | A road turns off S. following the valley of the <b>Lukavitsa</b> to <b>Vrabcha</b> (20 km.) on the <b>Greiben</b> plateau, where it is joined by the cross-road mentioned under km. 13 above. At 23 km. it joins the VRANJA-SOFIA road (Div. III, Route 6) 5½ km. E. of <b>Trn</b> . |
| 24  | <b>TSARIBROD.</b> Thence the road to <b>Sofia</b> (64 km. from <b>Tsaribrod</b> ) runs in a general SE. direction through the narrow and difficult <b>Dragoman</b> defile (7-15 km.).  |

## ROUTE 10

## PIROT—KOMŠTICA, 42 km.

There are two roads, which, according to information received, are not suitable for heavy transport.

(A)

A road leaves Pirot in a general SE. direction.

|     |   |
|-----|---|
| km. |   |
| 0   | <b>PIROT.</b>   |
| 8½  | <b>Krupac.</b> Beyond this point the valley of the <b>Nišava</b> bends S., while the road continues in an ESE. direction across the <b>Tepoš</b> plateau. |
| 12  | Beginning of ascent.  |
| 18½ | Bulgarian frontier. The hill SW. of the road, <b>Gjurgjeva Glava</b> , rises to 950 metres. From this point the road begins to descend ESE.               |
| 23  | Alt. 700 metres.  |
| 27  | <b>Protopopinci</b> village. Road descends valley of the <b>Izvor</b> .   |
| 31  | Road turns in a general NE. direction and crosses high range of the <b>Vidlič Gora</b> .  |
| 37  | Summit of the <b>Vidlič Gora</b> , 1,314 metres. Road descends into the valley of the <b>Komštica</b> stream.   |
| 42  | <b>KOMŠTICA.</b>  |

(B)

A road running *via* **Berilovac** and **Ržana Vizoka** leaves Pirot in a general E. direction.

|     |   |
|-----|---|
| km. |   |
| 0   | <b>PIROT.</b>   |
| 3   | <b>Berilovac</b> , about 490 metres. Thence road ascends the <b>Vidlič Planina</b> .  |
| 9   | Alt. 1,020 metres. The peak SE. of the road rises to 1,353 metres.  |
| 12  | Summit of pass across the <b>Vidlič</b> range, 1,066 metres. Road descends ESE. into valley of the <b>Visočica</b> .          |
| 18  | Alt. 850 metres.  |
| 21  | Road crosses the <b>Visočica</b> , which here flows in a general NW. direction. <b>Ržana Visoka</b> village E. of the stream. |



km.

Height above sea-level 680 metres. The road continues to ascend the valley in a general ESE. direction; the stream in this part of its course is apparently called the **Ržanska**.

23 Bulgarian frontier.

25 **Slavina** village. Valley broadens.

34 The stream here is apparently called the **Komštica**.

38½ **KOMŠTICA**.

Komštica is connected with the main road going N. from **Sofia** to **Lom Palanka** and **Vidin** by three tracks.

(1) The shortest, and apparently the best, runs in a general E. direction. At 7 km. it is about 1,300 metres above sea-level, after which it crosses the deep valley of the **Ginci** flowing N. and S. Up to 10 km. the road is marked on the Austrian Staff Map as passable for wheeled traffic, but from this point it is only shown as an important track. It joins the **SOFIA-LOM PALANKA** road at 14 km. on the **Berkovica** pass (1,438 metres), about 58 km. N. of **Sofia**.

(2) A track in an ESE. direction, apparently not passable for wheeled traffic, passing **Gubeš** village at 4 km. It is of a mountainous character. At 13 km. it reaches a height of 1,400 metres above sea-level. Thence it descends into the valley of the **Ginci** (17 km.), turns S. and reaches the **SOFIA-LOM PALANKA** road at 19½ km., about 46 km. from **Sofia**.

(3) The third track is also apparently not passable for wheeled traffic, and passes through still more wild and mountainous country. From **Brlja** village, 2 km., it takes a general N. direction, and climbs the summit of the **Karabanja** ridge (1,602 metres) at 9 km. At 11½ km. it crosses the **Grebrena** ridge (1,929 metres). At 13 km. it crosses the **Komara** ridge (1,913 metres). At 17 km. track begins to bear ENE. At 19 km. it is 1,154 metres above sea-level. At 27 km. it reaches **Berkovica** town on the **SOFIA-LOM PALANKA** road, about 77 km. north of **Sofia**.

## ROUTE 11

PIROT—SVETI NIKOLA PASS, 50 km. (FOR LOM PALANKA  
AND VIDIN)

This road is reported to be fit for heavy motor-traffic as far as **Temska** (km. 14). From that point the road is believed to be passable for wheeled traffic, but the ascent up to the pass is very steep, and before the war was certainly in a bad condition, though possibly passable for bullock-carts with light loads.

|     |   |
|-----|---|
| km. |   |
| 0   | <b>PIROT.</b> Road leaves Pirot in a NNW. direction along the E. bank of the <b>Nišava</b> . Railway runs close along NE. side of road, and railway station is close to the road where it leaves Pirot, about 1 km. from the centre of the town.  |
| 3½  | A road here branches W., leading to the Bela Palanka-Knjaževac road (see Div. III, Route 8 under <b>Bela Palanka</b> , km. 40). It crosses the <b>Nišava</b> at ½ km. and leading over the hills W. of the river in a NNW. direction again crosses the river (5 km.). Thence it leads along r. bank for 3 km. and then turns up the valley of the <b>Osmakovska</b> , joining the Bela Palanka-Knjaževac road at 22 km. |
| 4½  | Road crosses railway and runs along its E. side.  |
| 7½  | Railway leaves road, turns W., crosses the <b>Nišava</b> , passes through a tunnel about ½ km. long, and then recrosses the <b>Nišava</b> , which here makes a loop to the N. Railway continues W. down the <b>Nišava</b> valley.   |
| 9¾  | Road, after skirting the loop of the <b>Nišava</b> above mentioned, turns N. up the valley of the <b>Temska</b> , a tributary of the <b>Nišava</b> .  |
| 14  | <b>Temska</b> village, alt. 392 metres. Bridge over the <b>Temska</b> . Here road turns up the valley of the <b>Cerovačka</b> . The hills on the W. and E. of the valley rise to 700 and 1,200 metres respectively. The road crosses numerous small streams, tributaries of the <b>Cerovačka</b> , and also crosses that stream itself several times.   |
| 21½ | <b>Cerova.</b>  |
| 22  | Road ascends the hills, continuing NNW.   |

- km.  
 23 Road crosses watershed, alt. 730 metres, and descends into valley of the **Stanjanska**.  
 27 Alt. on stream 490 metres.  
 32 Route joins the Bela Palanka-Knjaževac road (see Div. III, Route 8 under **Bela Palanka**, km. 40). Alt. 380 metres. From this point the route follows the Bela Palanka-Knjaževac road for 2 km. along the valley of the Stanjanska to its confluence with the **Timok**.  
 34 Road leaves the Bela Palanka-Knjaževac road and turns ESE. up the valley of the **Timok**.  
 38½ **Balta Berilovica**, alt. 400 metres. From this point the valley becomes narrow and steep and the road begins to ascend to the pass.  
 43½ Alt. 640 metres. From this point the road rises on an average 125 metres per km. (i.e. 1 in 8).  
 50 Summit of the **Sveti Nikola Pass**, alt. 1,444 metres. Bulgarian frontier.
- From the pass a road leads to **Belogradchik** (28 km.); at about 21 km., i.e. about 7 km. before reaching Belogradchik, where the road reaches the valley of the **Gradska**, the road to **Lom Palanka** branches off. It follows the **Gradska** to its junction with the **Lom**, and then follows the valley of the Lom to **Lom Palanka** (75-80 km. from the pass).
- From **Belogradchik** a road runs N. across the hills to **Vidin** (75-80 km. from the pass).
- A good military road is reported to have been recently made which branches from the **Lom Palanka** road about 6 km. from its junction with the Belogradchik road, ascends the valley of the upper Lom in a S. direction to **Lom**, where it turns ESE., crosses a watershed and descends into the valley of the **Ogosta**, which it follows to a point where it joins the **SOFIA-LOM PALANKA** main road about 3 km. S. of **Ferdinand** (Kutlovitsa).

## ROUTE 12

NISH—KNJAŽEVAC, 55 km.

This road is a main line of communication throughout. It is reported to be in good condition, but is very hilly.

km.

0

**NISH.**

Road crosses the **Nišava** and then leaves the town in an E. direction.

On the outskirts of the town a road believed passable for wheeled traffic branches l., running in a general NE. direction to **Gornji Matejevac** (7 km.). At  $3\frac{1}{2}$  km. and  $6\frac{1}{2}$  km. on this cross-road tracks which meet at **Brenica** lead N. to the **Kurilovo** hills. Beyond **Brenica** a track crosses this range by a pass 822 metres high and reaches the **SVRLJIG—ALEKSINAC** road at **Kopajkošara** (see under km. 29 below). From Nish to this village is about 19 km.

The route to Knjaževac runs across the plain of the **Nišava** about  $1\frac{1}{2}$  km. N. of the river. It crosses several tributaries of the **Nišava**. Immediately N. of the road the ground rises rapidly, and there are villages and cultivation on the slopes of the hills.

 $8\frac{1}{2}$ 

**Gornji Brežina**. There are tracks leading SSW. from this village to the river where its S. bank is approached by the **NISH—PIROT** road.

11

Road turns NNE. up a valley and ascends gradually.

 $14\frac{1}{2}$ 

Alt. 342 metres.

 $18\frac{1}{2}$ 

**Vrelo**. Road now ascends by many serpentine.

 $21\frac{1}{2}$ 

**Gramada** pass, 512 metres, between the **Kurilovo** hills to W. and the **Svrljiška Planina** to E. Road descends rapidly along the **Pravačka** valley.

29

**Svrljig** (Derven), 370 metres, on the **Svrljiški Timok**, which here flows NNW.

Routes from **Svrljig** :—

(i) To **Bela Palanka** and **Pirot** (see Div. III, Route 8 under km. 40), a road ascending the valley of the **Svrljiški Timok**.

km.

(ii) A road to **Aleksinac** believed passable for wheeled traffic leaves **Svrljig** in a NW. direction down the valley of the **Svrljiški Timok**. At 2 km. it leaves this valley and strikes in a general W. by N. direction across the hills to **Lalinac** village (11 km.). Thence through **Slivje** to **Kopajkošara** village (14 km.), where a track turns S. to **Nish** (19 km.): see km. 0 above. From **Kopajkošara** the road makes a detour N. through a narrow defile past **Kraolje** village (20 km.); thence in a general NW. direction *via* **Paligradci** village (26½ km.), and **Dolnji Krupac** (31½ km.); thence W. and SW. to **Katun** (35 km.), and to a point (37 km.) where it joins the **NISH-ALEKSINAC** high road on r. bank of the **Morava** opposite **Bujimir** (Div. III, Route 4 at km. 23). **Aleksinac** is reached at 46 km.

From **Svrljig** the route to **Knjaževac** runs in a general NE. direction. The country is rather barren. The road ascends to the **Tresibaba** plateau.

33 Alt. 519 metres.

41 Plateau of **Tresibaba**, 809 metres. Branch road from **Bela Palanka** enters from S. (see Div. III, Route 8 under km. 40). Road takes a general N. direction and descends in zigzags.

51 Road touches r. bank of the **Svrljiški Timok**. The high-lying S. quarter of **Knjaževac** is to the NE.

55 **KNJAŽEVAC.**

Pop. 5,000. A prosperous little town situated among vineyards and orchards at the point where the **Svrljiški Timok** and **Trgoviški Timok** join to form the **Beli Timok**. There is also easy communication with the valley of the **Moravica** leading to the **Morava**, consequently the place has a considerable strategic importance. The town was completely burned by the Turks in 1876, and has since been rebuilt. It was one of the regimental head-quarters of the **Timok** division.

## ROUTE 13

## KNJAŽEVAC—NEGOTIN, 101 km.

The road is reported to be fit for heavy motor traffic throughout.

km.

0

**KNJAŽEVAC.**

Road leads from the eastern side of the valley of the **Beli Timok** in a N. direction with the railway (a narrow-gauge line) running at first down the centre of the valley, the river hugging its western side. The valley N. of Knjaževac becomes about  $1\frac{1}{2}$  km. broad.

8

**Dolnji Zuniče** village between road and railway.

12

Railway crosses road, which it follows closely along its E. side.

14

Railway again crosses road and continues N. about  $\frac{1}{2}$  km. W. of the road.

15

**Kraljevo Selo** (Novi Han). Road crosses the **Koricka**, a tributary of the **Beli Timok**, just before entering village. From this point onward road crosses numerous streams. The **Janošica** hills E. of the valley rise gently to a crest about 1,000 metres above sea-level. The crest is about 7 km. E. of the road, and forms the frontier between Serbia and Bulgaria.

21

Valley narrows ; hills from here rising steeply from E. side of road.

25½

Valley narrows to a gorge. Railway crosses river to its l. bank. Hills on the W. and E. rise respectively to 355 and 554 metres.

29

**Vratarnica**, on l. bank of river. End of gorge. Route turns NW. across the river, which is bridged, and then follows W. side of valley. Railway is at first W. of road. An inferior road continues N. up E. side of valley to **Grljan**, where it crosses river at 8 km. and rejoins main route at 9 km.

32

Railway crosses to E. side of road, which it closely follows.

33

Road crosses the **Grliška**, a tributary of the **Beli Timok**. **Grlište** village about 3 km. W., up the valley. A branch road runs up N. side of valley to the village.

- km.  
39 **Grljan** village between road and river. Branch road from km. 29 rejoins the route. On the **Mali Cuka** hills, E. of the **Beli Timok** and about 3 km. E. of **Grljan**, are coal mines, from which a narrow-gauge line runs N. *via* **Veliki Izvor** (see km. 46 below) and joins the **Zaječar-Negotin** railway near **Vražogrnci** (see km. 50½ below and Section on *Railways*, p. 381).
- 43 Road from **Zaječar** *via* **Kula** to **Vidin** branches off ESE. (See Div. III, Route 17.)
- 44 **ZAJEČAR.**  
Pop. 8,000 ; 1,426 houses. Was completely destroyed by the Turks in 1876, and has since been rebuilt. It is situated at the junction of the **Crna** (Krivovirski) **Timok** with the **Beli Timok**, and is also near the mouth of the valley of the **Bela**, through which run the routes of the **Mlava** valley and the N. frontier. Has steam flour-mills, two breweries, a local cloth-making industry, and a considerable export of wool.  
It is the head-quarters of the **Timok** division and an entrenched camp, its groups of advanced works with modern armaments forming the centre of a system of field-works which extends along the whole **Bulgarian** border from **Negotin** to **Pirot**. It is the junction of the **Timok Valley** railway with the **Nish-Zaječar** line.  
Route continues N.
- 46 A branch road to **Veliki Izvor** branches E., crosses the **Beli Timok** at 1 km., crosses the narrow-gauge railway (mentioned at 39 km. above) at 3 km., and reaches **Veliki Izvor** at 4 km.  
The **Negotin** road turns NW. across the **Crna Timok**.
- 46½ Road turns NE. and runs along l. bank of the **Crna Timok**.
- 48 Opposite this point to the SE. the **Crna** flows into the **Beli Timok**, which from this on is known as the **Timok** river.
- 50½ **Zaječar-Negotin** railway is approached by the line from the mines on the **Mali Cuka** hills (see km. 39 above).
- 52½ **Vražogrnci** village. Here road leaves valley of the **Timok** to avoid the gorge which river now enters, and ascends valley of the **Bela** in a NNW. direction. Railway runs N. into the gorge, where it follows l. bank of river.
- 58½ **Rgotina** village, 219 metres.

km.

Here a road branches WNW. up valley of the **Bela**. At 4½ km. it bifurcates : one arm turning to **Majdan Pek** and **Požarevac**, with branch to **Dolnji Milanovac** (see Div. III, Routes 19 (B) and 18) ; the other to the W. and S. passing **Zlot** and the **Crna Timok** valley to **Valakonje**, and thence to **Boljevac** on the **PARAĆIN—ZAJEČAR** road (Div. III, Route 16, at km. 51).

From **Rgotina** the Negotin road runs across the hills in a general NNE. direction.

64½

**Koprivnica.**

66½

Alt. 264 metres.

73½

**Salaš.**

75½

Alt. 359 metres.

81½

Alt. 377 metres.

86½

Alt. 312 metres. Road turns E., descending gradually towards the plain of Negotin.

91

Alt. 250 metres.

95

Road to **Majdan Pek** and the **Danube** branches NW. Road to Negotin turns SE. and, after crossing the Negotin marshes, enters—

101

**NEGOTIN**, 45 metres.

## ROUTE 14

NEGOTIN—KLADOVO, 58 km.

This road is reported to be fit for heavy motor traffic throughout.

km.

0

**NEGOTIN.** Road leaves Negotin in a NNE. direction *via Samarinovac* (5½ km.).

9

**Kusjak** on r. bank of Danube, a steamer station, with extensive sheds, &c. ; centre of salt industry, and terminus of Timok valley railway.

Track ESE. down river bank *via Prahovo* (2 km.), where there are landing stagings, to **Radujevac** (9½ km.). Radujevac (pop. 2,700 ; 491 houses) is a small river port on the Danube and a possible site for a railway bridge across the river.



km.

Another track to **Dušanovac**, 2 km. WSW.

Road runs up r. bank of river along foot of hills, which are here close to stream.

19½

**Mijailovac** on Danube at mouth of **Zamna**, up the valley of which a track runs leading to **Jabukovac** and thence to **Štubik** on the NEGOTIN—CRNAJKA road (see Div. III, Route 20, at km. 20½).

28

Coal mines of **Alikсар** in hills to E. of road, 1½ km. distant.

33

**Brza Palanka**. Pop. 800. Road from **Dolnji Milanovac** enters from W.

At Brza Palanka river makes a detour E., leaving a plain about 5 km. broad between the river and the hills. Road runs across this plain in a NE. direction about equidistant from the river and the hills.

38

**Grabovica**.

43½

**Velesnica**, on the Danube. From this point the road runs NNE. close to river.

47

**Milutinovac** (Brloga). The hills are again close to the river. The road here turns away from the river, thus avoiding the long detour which the latter makes to SE., and leads in a N. direction across the hills, which only rise about 100 metres above the level of the surrounding country.

54

Alt. 154 metres. Road begins to descend.

58

**KLADOVO**. Pop. 1,800. The large Roumanian town of Turnu Severin is about 4 km. down-stream on the opposite bank. From Kladovo a track runs close to the river to **Tekija** (20½ km.), which is opposite Old Orsova on the other bank.

## ROUTE 15

ALEKSINAC—KNJAŽEVAC, 68 km.

The road is reported to be fit for heavy motor traffic throughout.

km.

0

**ALEKSINAC**.

The road leaves Aleksinac in a N. direction, and ascends the valley of the **Moravica** for most of its course.

5

Road crosses to l. bank of the **Moravica**.

km.

- 10 Road crosses the **Moravica** again, and is joined by a cross-road from the **ALEKSINAC-ĆICEVAC** road (see Div. III, Route 4 at km. 40½). Beginning of the **Bovanska** defile, a narrow gorge. Through this the road runs, crossing and recrossing the stream.
- 12½ **Bovan.** Hills on either side rising to 600–650 metres above sea-level.
- 14½ Gorge and road turn to the E.
- 18 End of the gorge. From this point road runs E. along S. side of the valley, crossing numerous small affluents of the **Moravica**, which flows along N. side of the valley 1 to ¼ km. distant.
- 24 A track branches off N., leading to valley of the **Crna Timok** and the **PARAĆIN-ZAJEČAR** route (Div. III, Route 16), which it joins about 2 km. W. of **Lukovo**. It crosses valley of the **Moravica** and then follows northwards valley of the **Trgoviska** stream to **Trgoviste** village (5 km.), and thence across hills, rising to 600–700 metres by **Vrmdža** village (8 km.) and the **Lukavica** pass (680 metres, 15 km.) to the **PARAĆIN-ZAJEČAR** road and railway (19½ km.).
- 27 **Soko-Banja.** Pop. 2,500. A popular summer resort. Ruined castle on a steep rock over town and stream.
- 29 At E. end of **Soko-Banja**, road crosses the **Moravica**, and from this point runs along slopes of the hills on N. side of the valley. These hills rise to 650 metres : to the S. rises the high and steep mountain **Koviljak** (1,167 metres), the sides of which are scored by numerous ravines.
- 41 Road and valley turn SSE.
- 49 Alt. 755 metres. From this point the road takes a general ESE. direction, descending into and following the valley of the **Trišinska**.
- 61 **Balanovac**, 1 km. S. The bottom of the valley is here about 300 metres above sea-level.
- 63½ Road and valley turn SE.
- 66½ Road crosses railway.
- 68 **KNJAZEVC.**

## ROUTE 16

PARAĆIN—ZAJEČAR, 84 km.

This road is reported to be fit for heavy motor traffic throughout.

km.

0

**PARAĆIN.**

The road leaves Paraćin (alt. 138 metres) on the E., S. of the **Crnica**. At about 3 km. it begins to ascend a ridge, keeping in an E. direction.

4½

Summit of ridge, 252 metres. Road descends into the valley of the **Grza**, an affluent of the **Crnica** flowing from the E.

7

Paraćin-Zaječar railway approaches road from the NW., and from this point accompanies the road closely on the N.

11½

A road enters from **Čuprija**, 17½ km. WNW. (see Div. III, Route 4 at km. 104½).

13

**Dolnji Mutnica.**

14

Road crosses to N. of railway.

16½

Railway here leaves valley and makes a considerable detour SE. Road continues in a general ESE. direction, ascending valley of the **Čestobrodica**, a tributary of the **Grza**.

23½

Head of the **Čestobrodica** valley. **Stolice** hill, 576 metres above sea-level. Road descends into valley of the **Suvaja** running E.

26½

Road ascends to the **Kalafat** ridge on S. side of valley of the **Crna** (or Krivovirski) **Timok**, a stream flowing in an E. direction. The railway follows the neighbouring and parallel valley of the **Suvaja**, to the south of the ridge on which runs the road. Tracks leading to **Krivivir** in the bottom of the **Crna Timok** valley.

27½

Alt. 603 metres. Road runs along the ridge, which gradually becomes lower.

28

**Krivivir**, about 2 km. ESE. in the **Crna Timok** valley. Track leads down to it.

29½

Alt. 556 metres.

32

**Lozica** village and railway station in **Suvaja** valley S. of the road. From this place a rough track ascends to and runs along the ridges of **Rgudin**, **Rožanj**, and **Bukovik**, reaching an altitude of over 800 metres, and thence descends

km.

by **Mozgovo** village to join the cross-road between **Nerićev Han** on the **ALEKSINAC-ČICEVAC** route (Div. III, Route 4 at km. 40½) and the mouth of the **Bovanska** defile on the **ALEKSINAC-KNJAŽEVAC** route (see Div. III, Route 15, at km. 10).

35 Road descends to the level of the Crna Timok valley, which here broadens into a small plain about 1-2 km. in width. The **Suvaja** stream is crossed a short distance above its confluence with the Crna Timok. Road follows S. side of the Crna Timok, railway accompanying it at a short distance from its S. side. Several brooks flowing into the Crna Timok are crossed.

37½ Rough track branches S. leading to the valley of the **Moravica** and the **ALEKSINAC-KNJAŽEVAC** route, which it joins about 3 km. W. of **Soko Banja** (see Div. III, Route 15 at km. 24.)

39½ **Lukovo** village. Road crosses and recrosses the **Crna Timok**.

40½ **Lukovo** railway station.

41 Road leaves the valley of the Crna Timok and runs to **Zaječar** ENE. across the hills. The valley makes a wide detour to the N. Railway line crosses road and turns N. to follow the course of the Crna Timok which it accompanies to **Zaječar**.

44 Road crosses the valley of the **Mirovačka**, a tributary of the Crna Timok flowing from S. to N., and then ascends to a plateau which it crosses, going E. and ENE.

46 Summit of plateau, 387 metres.

48 Road descends obliquely along side of a valley running ENE. to **Boljevac** village.

51 **Boljevac**, 300 metres. Pop. 1,000.

Routes from **Boljevac** :—

(i) A track leading N. to **Valakonje** (6 km.), the **Crna Timok** (8 km.), **Podgorac** (15 km.), and **Zlot** (24 km.). At 5½ km. beyond **Zlot** it bears ENE. to **Banja Brestovačka** (33 km. from **Boljevac**), where it joins the **POŽAREVAC-ZAJEČAR** Route (see Div. III, Route 19 (A) at km. 34).

(ii) A track leading SE. to **Knjaževac** (47 km.) up the valley of the **Dobropoljska** to 16 km., across a watershed about 900 metres above sea-level, and down the valleys of the **Bučjanska** and **Kalinička**.

km.

- From **Boljevac** the route to Zaječar ascends the slopes E. of the village, and leads across plateau 400–500 metres above sea-level.
- 54 Alt. 457 metres. Route continues along the summit of a ridge which gradually becomes lower.
- 58 Alt. 420 metres. Route runs along slopes of **Bukovo** hill.
- 61½ Alt. 414 metres.  
Rough track leads N. to the **Crna Timok**, here about 11 km. distant. Route again ascends.
- 63½ Alt. 492 metres. Thence road descends to—
- 65½ **Planinica**.  
Route ascends and follows the length of a plateau running ENE.
- 72 Route descends towards—
- 74 **Lubnica**, village on the **Lubnička**, a tributary of the **Beli Timok** flowing about ENE. Road follows l. bank of the **Lubnička**.
- 75½ Road ascends ridge on N. side of the **Lubnička** valley.
- 76 Road follows summit of ridge in an E. direction.
- 78 Road turns NE. and descends along N. slope of the **Kraljevića** hill to—
- 84 **ZAJEČAR**.

## ROUTE 17

ZAJEČAR—KULA (BULGARIA), 23 km. (FOR VIDIN)

km.

- 0 **ZAJEČAR**, alt. 151 metres. Route leaves by the **Knjaževac** road.
- 1 On the outskirts of the town route branches off from the **Knjaževac** road in an ESE. direction.
- 1½ Road crosses the **Beli Timok** valley railway.
- 2 Road crosses the **Beli Timok**, and proceeds across the valley ESE.
- 3½ Road crosses the light mineral railway, running S. from **Trnavac** to the mines of **Mt. Cuka**. Road continuing in a SE. direction ascends the hills on the E. side of the valley of the **Beli Timok**.

- km.  
10½ Road reaches the Bulgarian frontier. Alt. 400 metres. Customs House. Bulgarian military post.  
Road turns in an easterly direction, its general tendency being downwards.
- 15½ Cross-road to **Rakovitsa** (15 km.) branches SW. From Rakovitsa tracks lead NE. to **Vidin** and SE. to **Belogradchik**. The Kula road turns NE.
- 23 **KULA**, 299 metres.  
From this place the distance by road to **Vidin** is about 30 km.

## ROUTE 18

ZAJEČAR—DOLNJI MILANOVAC, 82 km.

This road is reported to be fit only for pack-animals from about km. 19½ onwards.

- km.  
0 **ZAJEČAR.**  
Route follows the KNJAŽEVAC-NEGOTIN road as far as Rgotina. (See Div. III, Route 13, km. 44–58½.)
- 14½ **Rgotina.** The Milanovac route thence runs WNW. along the **Bela** valley, following the same road as the route to Požarevac *via* the Mlava valley (see Div. III, Route 19 A).
- 19½ Road descends to and crosses the **Bela** stream. Route to Požarevac *via* the Mlava valley branches off to W., while the Milanovac route continues to ascend the **Bela** valley which here runs in a general direction from N. by W. to S. by E. The road follows the stream closely, crossing and recrossing it.
- 24½ **Dolnji Belareka** village. Beyond this, road passes through very sparsely inhabited country. Hills on either side of the valley rise to 400–500 metres.
- 33½ **Topla**, 2 km. W. of the road.
- 37½ Alt. 461 metres.
- 38½ **Luke** village. Road leaves valley of the **Bela** and striking N. crosses the watershed between the **Bela** and the **Crnajka**.
- 40 Summit, 486 metres. Thence road descends into valley of the **Crnajka**, which it follows in a NNW. direction.

M

km.

46 **Tanda.** Road and valley turn N.54 **Crnajka** village, 379 metres.

Here the road is joined by a route from **Negotin** ( $43\frac{1}{2}$  km.)  
via **Stubik** (23 km.). See Div. III, Route 20.

The Milanovac road continues N. down the **Crnajka**  
valley.

57 **Miloševa Kula**, 164 metres. Confluence of the **Crnajka**  
and the **Saška** which here form the **Porečka**.

Road to **Majdan Pek** (23 km.) and **Požarevac** (113 km.)  
ascends the valley of the **Saška** in a general NW. direction  
(see Div. III, Route 19 B).

Road to Milanovac descends the valley of the **Porečka**,  
which here flows NE.

60 Road and valley turn NNW. Sparsely inhabited forest  
country. Hills rise to 400–600 metres. Numerous side  
ravines bringing tributaries to the **Porečka**.63 **Klokočevac** village. Track ESE. to **Plavna** and the  
**NEGOTIN-CRNAJKA** Route (Div. III, 20, at km.  $25\frac{1}{2}$ ).67 **Toponica** hamlet. Road and valley turn N. by W.73 **Mosna** village. Road and valley take a general N.  
by E. direction.76 Mouth of the **Porečka** valley. Road reaches the **Danube**.

A road to **Brza Palanka** branches off, leading down r.  
bank of the Danube for 2 km., and then turning E. across  
the hills. It rises at 6 km. to 548 metres, passes **Miroč**  
village at  $7\frac{1}{2}$  km., and thence gradually descends through  
wooded hills to **Brza Palanka** (24 km.).

Road to Milanovac turns W., and crosses the **Porečka**  
about 1 km. above its confluence with the Danube, and  
thence follows r. bank of the Danube, along the foot of  
the hills, which are here close to the river.

82 **DOLNJI MILANOVAC.**

Pop. 1,200. A small river port situated on the r. bank  
of the Danube. Serves as a place of export for the products  
of the Majdan Pek mines.

## ROUTE 19

## ZAJEČAR—POŽAREVAC

(A) VIA THE NEMAČKA STRAŽA AND THE MLAVA VALLEY  
(ŽAGUBICA AND PETROVAC), 146 km.

This road as far as Petrovac (km. 111½) is reported to be passable for wheeled traffic, but not good enough for heavy motors. From Petrovac on to Požarevac it is suitable for all traffic.

- km.
- 0     **ZAJEČAR.** Route follows the KNJAŽEVAC—NEGOTIN road (Div. III, Route 13, km. 44—58½) from Zaječar as far as—
- 14½    **Rgotina.** Road leaves Rgotina in a WNW. direction, ascending the low ridge on the S. side of the valley of the **Bela** in which Rgotina lies.
- 17½    Road turns NW. and about 1½ km. farther on descends steeply to the **Bela**.
- 19½    Road reaches the **Bela** stream and bifurcates. The MAJDAN PEK—POŽAREVAC branch crosses to l. bank of the stream and strikes N. up valley of the upper **Bela**. The branch to Požarevac *via* the Mlava valley turns WNW. along r. bank of the **Bela** to its junction with the **Crna**, about ½ km. farther on. Road then ascends the r. bank of the **Crna**, for ½ km., to a point where it is joined by the **Borska** stream. The Crna at this place makes an elbow turn, its upper course flowing from NNW. to SSE., the Borska coming in from the W. and NW. A track ascends the valley of the Crna to **Krivelj** (about 15½ km.: see under km. 55 of this route). The Požarevac road crosses the **Borska** (alt. 206 metres) and turns up its l. bank towards—
- 24     **Slatina.** Road runs WNW. across a ridge lying to SW. of the Borska.
- 26     Alt. 385 metres.
- 28     Road turns in a general W. direction across undulating country.
- 32     Road enters valley of the **Banjska**, here flowing from W. to E. Track branches SE. to **Brestovac** (2½ km.), and thence to **Metovnica** and **Zaječar** *via* the valley of the Crna (Krivovirski) Timok.



km.

The Požarevac road ascends the Banjska valley on its N. side.

- 34 **Banja Brestovačka.** At the W. end of the village the road bifurcates. Branch WSW. goes to **Zlot** (9 km.), **Podgorac** (18 km.), the valley of the **Crna Timok** (25 km.), **Valakonje** (27 km.), and **Boljevac** (33 km.) (Div. III, Route 16, at km. 51).

The Požarevac route turns NW. up the r. bank of the **Banjska**. **Tilva Njagra** hill (812 metres) to W. Hills on opposite side of valley 500–700 metres.

- 40½ Route, here ascending E. side of a ravine in a N. direction, has the **Crni Vrh** (or **Pjatra Njagra**) to W. and NW. These hills rise to 1,100 metres, and along their crest runs the watershed between the basins of the **Mlava** and the **Crna** (**Krivovirski**) **Timok**.

- 43½ Route reaches head of the **Banjska** valley and then skirts NE. end of the **Crni Vrh** at an altitude of about 790 metres.

- 45½ Road continues in a general NW. direction following the course of a ridge which has on its W. side the **Tisnica**, flowing NW. (one of the streams which form the **Mlava**), and to the E. a number of ravines leading down to the northern **Crna** (here also called **Velika Reka**) above **Krivelj**.

- 53 Road continuing to follow crest of range, turns to NE. It turns N. about 1 km. farther on.

A track branches off to SE., traverses the **Lipa** valley and crosses the **Glob** mountain (764 metres), from which it descends into the valley of the **Velika Reka**, which it follows to **Krivelj**. See km. 19½ above.

- 55 Alt. 888 metres to E. of road.

About 1 km. farther on the road turns NW. across the **Nemačka Straža**. Its general tendency is upwards.

- 59 Road turns in a general W. direction.

- 60 Alt. 981 metres. Road begins to descend towards the **Mlava** valley.

- 64½ Alt. 709 metres.

- 67½ Alt. 522 metres.

- 70 **Žagubica**, a town in the **Mlava** valley, which here forms a small plain.

From **Žagubica** the road follows the N. side of the **Mlava** valley, which here has a general WNW. direction. The

km.

route leaves Žagubica in a general NW. direction across the plain.

74½

**Trška Crkva** Church by the roadside.

Cross-road branches off in a general N. direction leading to the **ZAJEČAR-MAJDAN PEK-POŽAREVAC** road. At 3 km. it passes **Milatovac** village on r. of road. Thence it rises gradually through uninhabited country, following the crest of a ridge to the **Komoljske Planina**. At 17 km. it crosses the summit of this range (825 metres), and thence winds down through the hills towards the **Pek** valley. At 31 km. it reaches and descends the valley of the **Komša**, a tributary of the **Pek**. At 33½ km. it reaches **Neresnica** village in the **Pek** valley. Here it joins Route (B), below, at km. 110½.

75

The **Požarevac** road turns W. The **Mlava** is 1-½ km. S. of the road.

79½

Road turns NNW. The hills on both sides of the river (450-550 metres high) close in. **Ribare** village 1 km. to W.

The road winds across undulating ground at a distance from the **Mlava** of about 2-1½ km. The **Mlava** here has a general NW. direction.

82½

Road traverses valley of the **Osanička**, a tributary of the **Mlava**, beyond which it turns in a general W. direction, re-approaching the **Mlava**. Sharp bends.

86½

**Mlava** about ½ km. S. Road descends by sharp curves into small plain (a broader part of the **Mlava** valley), the N. side of which it skirts. Road and river again diverge, the river bending SW.

90½

**Krepoljin** village. Beyond this point the road runs across hills, in a general W. direction, to rejoin the **Mlava** in the neighbourhood of the **Gornjačka** defile. Sharp turns in the ascent and descent.

95

Road rejoins the **Mlava**, here flowing in a narrow valley. Road proceeds in a W. direction along r. bank of the **Mlava**.

96½

Road and stream turning in a general NNW. direction enter the **Gornjačka** defile. The mountain to W. is the **Ježevac** (723 metres).

99

Road and defile turn in a westerly direction. The mountain to the N. is the **Vukan** (850 metres): to the S., the N. slopes of **Ježevac**.

- km.  
101½ Lower end of the **Gornjačka** defile. A road branches to SW. leading to **Svilajnac** (about 32½ km.) on the **NISH-POŽAREVAC** road (Div. III, Route 4, at km. 147½). This road runs by **Burovac** (14½ km.) where it is joined by a track from **Petrovac** (see under Petrovac (km. 111½) below, route ii).  
The Požarevac road turns NW. and enters the plain of **Laole**.
- 102½ **Ždrelo**, NE. of road. About 1 km. farther on road turns NNW.
- 107 **Mali Laole**, W. of road, on the r. bank of the **Mlava**, which is about 1½ km. distant. The larger village of **Veliki Laole** is about 1½ km. W. of the river. **Bistrica** village about 2½ km. ENE. of **Mali Laole**.  
From **Mali Laole** the road takes a winding course in a general NW. direction, gradually approaching the river.
- 110 River close to W. side of the road, which follows the r. bank to Petrovac.
- 110½ S. end of **Petrovac**.  
Cross-road leading to **Kučevo** on the **ZAJEČAR-MAJĐAN PEK-POŽAREVAC** Route. This track winds across the hills in a general NE. direction, and at 7 km. it crosses the **Vitovnica** stream. (Branch track in general NNW. direction down **Vitovnica** valley leading to the cross-road mentioned under 125 km. below.) The **Kučevo** route ascends S. side of the valley of the **Veliki Potok**, an affluent of the **Vitovnica**, passing through **Meljnica** village (9 km.): then at 10 km. crosses to N. side of valley and ascends a ridge rising to 449 metres. This it follows till it descends into the **Pek** valley (29 km.) where it joins Route (B), below, at km. 117.
- 111½ **Petrovac**. Pop. 3,000.  
From Petrovac two tracks lead to the **NISH-POŽAREVAC** Route.  
(i) To **Žabari**, 23 km. This road crosses the **Mlava** and leaves Petrovac in a SW. direction. At about ½ km. beyond the **Mlava** it turns NW. to **Zabrgje** (4 km.) on the W. side of the **Mlava** valley. Thence it winds across the low hills between the **Mlava** and the **Morava** valleys, its general direction being WSW., to **Žabari** (see Div. III, Route 4, at km. 163).

km.

(ii) To **Svilajnac** (32 km.) *via* **Burovac**. This route branches off from the **Žabari** road at about  $\frac{1}{2}$  km. beyond the **Mlava**, and thence proceeds in a SSW. direction across the hills to **Burovac** (14 km.). From **Burovac** it follows the cross-road between the **Gornjačka** defile and **Svilajnac** (see km. 101 $\frac{1}{2}$ , above).

(iii) A route may be noticed, leading from **Petrovac** to **Požarevac** along W. side of the **Mlava** valley, *via* **Zabrgje** (4 km.), **Orljevo** (16 km.), and **Veliko Selo** (22 km.). The distance to **Požarevac** by this route is 38 km.

From **Petrovac** the road runs in a general NNW. direction, in the space (about 1 km. in width) between the hills and the r. bank of the **Mlava**. The railway accompanies it on its NE. side.

115 **Kamenova** village on the road, which here crosses and then re-crosses the railway. Track branches W. to **Mlava**, and is continued on l. bank SSW. to **Zabrgje** (see under **Petrovac**, km. 111 $\frac{1}{2}$ ).

118 **Trnovče** village on the hill-side about  $\frac{3}{4}$  km. from road. Track leads W. to the **Mlava** and thence from the l. bank in a general WSW. direction to **Veliki Popović** (3 $\frac{1}{2}$  km.) on the l. bank route to **Požarevac**.

119 $\frac{1}{2}$  Railway crosses to SW. side of road.

122 **Rašanska Mehana** on the road. **Rašanac** village about 2 km. to the NE. on the hills.

Cross-track branches SW. leading to **Orljevo** (2 $\frac{1}{2}$  km.) on the l. bank route to **Požarevac**.

125 **Požarevac** road runs from this point between NNW. and N. by W. A road branches off NNE. to the **MAJDAN PEK-POŽAREVAC** road, 13 km. distant. (See Route (B), below, at km. 143 $\frac{1}{2}$ .) At 9 $\frac{1}{2}$  km. this cross-road is joined by the track leading down the **Vitovnica** valley from the cross-road mentioned under 110 $\frac{1}{2}$  km. above.

126 Branch road across the **Mlava** to **Veliko Selo** (3 km.) on the l. bank route to **Požarevac**.

131 **Batuša** village. Railway diverges from road, running NW. towards the **Mlava**, which it crosses after 2 $\frac{1}{2}$  km. Road runs NNW.

134 $\frac{1}{2}$  **Mali Crniće** on the river, W. of road. A track leads across the **Mlava** in a general SW. direction to the railway and l. bank route to **Požarevac** (3 $\frac{1}{2}$  km.).

- km.  
137 **Salakovac** village. Route (B), below, joins this route from the ESE.
- Požarevac road crosses the **Mlava** and proceeds WNW. across the valley. A cross-road to the **POŽAREVAC-GRADIŠTE** Route ( $7\frac{1}{2}$  km.) continues along r. bank of the **Mlava** (see Div. III, Route 5, at km.  $7\frac{1}{2}$ ).
- 140 Road crosses the **Mogila** stream, and ascends the low hills between the **Mlava** and **Morava** valleys, proceeding NW.
- 146 **POŽAREVAC.**

(B) VIA MAJDAN PEK, 170 km.

This route does not seem to be fit for wheeled traffic between  $19\frac{1}{2}$  km. and **Majdan Pek** (78 km.). From **Majdan Pek** to **Kučevo** (117 km.) it is apparently suitable for vehicles other than motors. From **Kučevo** to **Požarevac** there is no information as to the condition of the road.

- km.  
0 **ZAJEČAR.** This route follows the **ZAJEČAR-DOLNJI MILANOVAC** road (Div. III, Route 18) to km. 57 at the confluence of the **Šaška** and the **Crnajka**.
- 57 Alt. 164 metres. The **Požarevac** road here branches off NW., crosses the **Šaška** and ascends the N. side of it.
- 61 **Rudna Glava.** From this point the road passes through a wild forest country very sparsely inhabited. Hills 600-800 metres.
- 76 In this neighbourhood is apparently the terminus of a light railway, used in connexion with the **Majdan Pek** copper mines; it accompanies the road into **Majdan Pek**.
- 78 **Majdan Pek** mines in the hills on both sides of the road.
- 80 **Majdan Pek** is the centre of the most important mining district in Serbia. Copper, iron, and silver are produced, and the mines were worked by Government.
- Route to **Dolnji Milanovac** (23 km.) across the **Liškovac** range (alt. 734 metres at 7 km.).
- The **Požarevac** route turns SSW., descending valley of the **Mali Pek**.

- km.
- 85 **Bakarnica** village.
- 86 Confluence of the **Mali Pek** and **Veliki Pek** forming the **Pek** river, which flows below this point in a general N. by E. direction. Road follows valley of the **Pek**.
- 88½ Road leaves the **Pek** and climbs the hill-sides to the W. in zigzags (A track continues to follow the valley.)
- 94½ Alt. 657 metres. From this point road runs in a general N. direction.
- 99 Alt. 632 metres. Road here runs NNW. and descends.
- 102 Road here is running in a westerly direction down l. bank of a small tributary of the **Pek**.
- 104 Road reaches valley of the **Pek**, here about 1 km. wide, and turns down it in a WSW. direction.
- 110½ Valley contracts. **Neresnica** village situated in the gorge. The valley turns NW. from this point and rapidly broadens again.
- Routes from **Neresnica** :
- (1) A road leads up N. side of valley of the **Pek** in a NE. direction to **Duboka** village (12½ km.).
- (2) A road leads S. across the **Komoljske Planina** to join the **ZAJEČAR-PETROVAC-POŽAREVAC** Route at **Trška Crkva** (33½ km. from **Neresnica**) near **Žagubica**. See Route (A) above, 74½ km.
- The **Požarevac** road at the lower end of the **Neresnica** gorge crosses the **Pek** and proceeds NW. down the NE. side of the valley.
- 117 **Kučevo**. Pop. 3,000. At **Kučajna**, 6 km. SSW. of **Kučevo**, there are somewhat important mines of silver lead.
- Pek valley contracts. Cross-road leading to **Petrovac** (29 km. distant) in the **Mlava** valley (see Route (A), above, at km. 110½).
- 124½ Mouth of the valley of the **Rakova Reka** opening E. Track leads up it, affording a route to **Golubac** on the **Danube**.
- Road changes direction to WNW. and then makes a detour of about 2 km. to the S.
- 130½ The **Pek** valley broadens to about 2 km. The road crosses the **Pek**, and traverses the valley in a W. by N. direction.

km.

A road continues to descend r. bank of the Pek, to **Zelenike** (4 km.), where it bifurcates :—

(a) One branch follows r. bank of the Pek to **Branicevo** (20 km. ; pop. 1,500) on the Golubac-Veliki Gradište road, by which the Rabrovo-Veliki Gradište road is reached at 22 km. (see below under km. 137). **Veliki Gradište** is 26½ km. distant by this route.

(b) The other branch, reported fit for motor traffic, runs NNE. across the hills to **Golubac** (16 km.) on the Danube.

133½ The Požarevac road reaches W. side of the Pek valley and turns NW. along foot of hills.

137 **Rabrovo.**

A road branches off here, running down the W. side of the Pek valley to **Veliki Gradište** (22½ km.). At 18 km. it is joined by the GOLUBAC-GRADIŠTE road.

This Rabrovo-Gradište road and the GRADIŠTE-POŽAREVAC road (see Div. III, Route 5) appear to be better than the Rabrovo-Požarevac road described below.

Požarevac road runs WSW., leaving the Pek valley and passing Velika Bresnica village at 1½ km.

140 Road turns SW.

141 **Makći** village, 1 km. to N. of road.

143½ Road turns WNW. A branch road runs SSW., joining Route (A), above (13 km. distant) at km. 125.

145½ Road turns N. by W.

148½ Road turns NW.

150 Road turns SW.

153½ **Šapina** village, on E. edge of the Mlava valley. The road follows a depression into and across the valley in a W. by N. direction.

161 **Salakovac.** Here this route joins Route (A), above, which it follows to—

170 **POŽAREVAC.**

## ROUTE 20

NEGOTIN—CRNAJKA, 43½ km.

(Leading to DOLNJI MILANOVAC *or* MAJDAN PEK and POŽAREVAC)

km.

- 0 **NEGOTIN.** The route leaves Negotin (alt. 45 metres) in a W. direction, following the Zaječar road for 5½ km. past the **Bukovo** monastery.
- 5½ On the summit of the plateau W. of the Negotin plain, the Crnajka road branches off NW., while the Zaječar road turns SW.
- The Crnajka road crosses the plateau and descends to the **Jasenička** stream.
- 8 Road crosses the **Jasenička** stream (alt. 132 metres), ascends the slope on W. side of the valley, leaving **Jasenica** village a short distance to N., and follows N. side of summit of a ridge which runs W. and then WNW.
- 12¼ Road turns NNW., crossing a plateau.
- 14 Alt. 338 metres. An inferior track branches off to W., affording a short cut to km. 27 below (about 11 km. distant by this way).
- 15 Road turns W. and crosses obliquely the upper end of a valley. It then follows summit of ridge on N. side of valley.
- 17 Alt. 278 metres.
- 18 Road and valley turn NNW.
- 19½ Road descends towards **Štubik**.
- 20½ **Štubik.** A large village lying at the meeting-point of several valleys. A track leads from this place in a general N. direction across the hills (alt. 450–250 metres) to the large village of **Jabukovac** (8½ km.), and thence E. by N. down the valley of the **Zamna** to the Danube at **Mijailovac** (19 km.) on the NEGOTIN—KLADOVO road (see Div. III, Route 14, at km. 19½).
- The Crnajka road leaves **Štubik** in a SW. direction, ascending a small valley on its N. side.
- 24 In this neighbourhood the direction of the road changes to WNW. Road crosses a plateau.
- 25 Alt. 396 metres immediately N. of road.



- km.  
25½ Road turns SW., continuing to ascend.
- Track to **Plavna** village (4 km.) and **Klokočevac** village in the **Porečka** valley (about 15 km.: see Div. III, Route 18, at km. 63) branches to WNW. From **Plavna** a track leading W. joins the **Crnajka** route at km. 37½ below. This is possibly the best way to **Crnajka**.
- 27 Track mentioned under km. 14 above enters from SE.  
27½ Alt. 457 metres. Road turns W. and crosses a valley with steep sides.
- 31 Alt. 400 m. Road makes a detour S. and then crosses the **Tilva Šegel** hills. The **Goli Vrh** (1,100 metres) to S.
- 34 Alt. 650 metres immediately N. of road.  
35½ Alt. 756 metres to SW. Road then follows crest of a ridge running NNW.: its general tendency is downwards.
- 37½ In this neighbourhood track from **Plavna** (see under km. 25½ above) joins the route.
- 39 Alt. 715 metres. A short distance beyond this point road takes a general SW. direction, descending by serpentine into the valley of a small tributary of the **Crnajka**.
- 41 Road reaches bottom of valley, down which it proceeds in a W. direction.
- 43½ **Crnajka** village (alt. 379 metres). Road joins the **ZAJEČAR-DOLNJI MILANOVAC** (see Div. III, Route 18, at km. 54).

## ROUTE 21

NEGOTIN TO BREGOVO (BULGARIA), 14½ km. (FOR VIDIN)

This road is reported fit for all traffic.

- km.  
0 **NEGOTIN.** Road leaves Negotin in an ESE. direction.  
1 Road crosses the Timok valley railway.  
5 Route takes turning to S. about ½ km. before reaching outskirts of **Bukovča** town.  
6 **Bukovča.**  
8 Road crosses the railway.  
10½ Road turns SE.  
11½ Road crosses small stream flowing to join the Timok.

km.

Branch road leads S. along W. side of the **Timok** valley, accompanied by the Timok valley railway, to **Velikovo** ( $5\frac{1}{2}$  km.). Thence it is continued by a track up the valley of the Timok.

The Bregovo road turns ESE., and crosses first the Timok Valley railway, and then the light railway which runs along l. bank of the Timok from **Radujevac** station (9 km. N. of this point) to the neighbourhood of **Velikovo**.

 $13\frac{1}{2}$ 

Road reaches the **Timok** river, which here constitutes the Bulgarian frontier. The stream was apparently not bridged at the time of the outbreak of the present war.

 $14\frac{1}{2}$ **BREGOVO.**

From this point to **Vidin** the distance by road is about 26 km.

## IV.—NORTH-WESTERN DIVISION

### ROUTE 1

ŪSKŪB—PRIŠTINA—MITROVICA—NOVI BAZAR—  
SJENICA—PLJEVLJE

With Branches, SJENICA—UVAC, &c.

This road traverses hilly and difficult country, and in places is barely passable for wheels. As far as **Mitrovica** it is less difficult than it afterwards becomes. The road system of the new territories is in a very backward condition, and the Serbian Government hardly had time to improve substantially on the state of affairs left by the Turks. There is a fair chaussée from **Ūsküb** to **Priština**, **Novi Bazar** and the Bosnian frontier. It is comparable to an indifferent second-class road in Western Europe. Even on the roads which are described as chaussées, there are stretches which are very bad.

km.

0     **ŪSKŪB (Skoplje)**, 290 metres.

Leaving **Ūsküb** a roughly made chaussée strikes NW. across the plain to join l. bank of the **Lepenac** tributary of the **Vardar**. The valley is narrow, mountains rising steeply to 1,200–1,300 metres on the E. and considerably higher on the W.

4     **Veizbej**.

10    Join l. bank of **Lepenac**. Road enters **Kačanik** defile ; road, river, and railway being close together.

20    **Eles-han**, railway station, l. As **Kačanik** is approached gorge narrows and track becomes very difficult for wheeled traffic (1915). It passes through a tunnel 2 km. before—

30    **Kačanik**, 475 metres.

**Kačanik**, at the S. end of the Kosovo plain, is a small town on the l. bank of the **Lepenac** at the junction of the **Nerodimka**. It is traversed by the railway. To the right from the railway rise the ruins of the old citadel. **Kačanik** is situated at the end of a wild and picturesque wooded river defile connecting the plain of **Ūsküb** with

km.

the upland plain of Kosovo, which lies on an average 500 metres above sea-level, and forms the watershed between the Aegean and the Danube. The whole of this plain was once submerged, and part of it is still marshy. Through this defile flows the Lepenac. Near its mouth the way is closed by a bar of rock reaching from the top of the bank to the brink of the stream. Tunnel (see above) through this.

Here is track SW. to **Tetovo** (Kalkandelen) 33 km., running along the foot-hills on SE. side of the **Sar Planina**. During the last 18 km. the track runs parallel to and some 5 or 6 km. distant from the l. bank of the **Vardar**, and crosses numerous streams. (For Tetovo, see Div. I, Route 12, and Div. V, Routes 18 and 19.)

N. of **Kačanik**, valley widens and a good track leads, generally parallel to the railway, to **Ferizović**.

33 **Runjevo** (Rojnova).

40 **Stari Kačanik**.

45 **Varoš**. 554 metres.

49 **Ferizović**. Station, 578 metres, on **Üsküb-Mitrovica** railway.

Here is chaussée l. to **Prizrend** (58 km.: see Div. V, Route 15, at km. 153-211), with a branch to **Jakova** (see Div. V, Route 15, at km. 172).

There is also a chaussée r. to **Gilan** (35 km.). Authority of 1904 says: This is a route of some strategical importance; as far as **Gilan** it is a chaussée, and thence becomes a cart-road. Leaving **Ferizović** the road crosses the low watershed and enters the broad valley of the **Upper Morava**: it then skirts the low foot-hills to the north and reaches **Livoč**, whence an ascent leads to **Gilan**. A track from **Kačanik** joins at **Gilan**, not passable for wheels. Leaving **Gilan**, the road descends into the **Morava** valley, now much narrower, at **Domorovce**, enters a gorge at **Končulj**, and follows it to **Bujanovce**, where the gorge widens and the **KUMANOVO-VRANJA** chaussée (Div. III, Route 2) is joined.

km.

4

**Biba**. Road now crosses divide and descends into valley of the **Binačka Morava** and keeps along l. bank.

|     |     |   |
|-----|-----|---|
| km. | km. |   |
|     | 18  | <b>Novo Selo</b> and <b>Pozeran</b> , N. and S. of road respectively.                                     |
|     | 21  | <b>Klokot.</b>  |
|     | 23  | <b>Radovica.</b>  |
|     | 27  | <b>Partež.</b>  |
|     | 31  | <b>Dolnji Livoč.</b>  |
|     | 33  | Junction with road <b>KUMANOVO-GILAN-PRIŠTINA.</b>  |
|     | 36  | <b>Gilan.</b> From here road proceeds NE., crossing several spurs, and tributaries of the Binačka Morava. |
|     | 47  | <b>Ropotova.</b> Road crosses spur and descends into valley of Binačka Morava.                            |
|     | 58  | <b>Končulj</b> , road follows l. bank of river.   |
|     | 68  | Junction with route <b>KUMANOVO-VRANJA-LES-KOVAC</b> (Div. III, Route 2).                                 |

Leaving **Ferizović** the road, a cart-track, runs parallel to railway to—

|     |   |
|-----|---|
| 61  | Cross <b>Črnojčeva</b> (Stimlja) stream near its junction with <b>Sitnica</b> . Follow down l. bank of <b>Sitnica</b> .   |
| 63½ | <b>Topličan.</b> There is a track passable for wheels to <b>Stimlja</b> (see Route <b>SCUTARI-PRIZREND-FERISOVIĆ</b> , Div. V, 15, at km. 196) and so to <b>Jakova</b> or <b>Prizrend</b> (see Div. V, Route 15, at km. 172 and 153). |
| 66  | Cross <b>Sitnica</b> by bridge.   |
| 67  | <b>Lipljan</b> , 550 metres. Railway station, ½ km. E.<br>From here the road, a rough chaussée, crosses the plain.  |
| 67¾ | Cross railway.  |
| 75½ | Cross <b>Gračanica</b> stream. <b>Lapljeselo</b> village.   |
| 83½ | <b>PRIŠTINA</b> , 630 metres.   |

Pop. 10,000. About 2,500 houses. About a quarter of the population is Orthodox; of these many are Vlachs, not Serbs. No Roman Catholics, 200 houses of Spanish Jews. Bulk of population Moslem Albanians. **Priština** is three-quarters of an hour's drive (10 km. SW. by map) from the station. It is a dirty and dilapidated town on undulating ground, on E. edge of the well-cultivated Kosovo plain. At the S. end of town are a steam mill and cavalry and infantry barracks. Behind the town is a chain of bare hills with a few shrubs. The **Prištevka Rjeka**, which flows through the middle of the town, occasionally overflows its banks and causes much damage. J

km.

Routes from **Priština** :

(i) A road goes up the valley of the **Lab** to **Prepolac** and **Kuršumlje**.

(ii) There is also a rough track by **Prapaštica** (15 km.), Mount **Goljak**, and the **Jablanica** valley to **Leskovac** (90 km.).

(iii) Another track leads SE. to the village of **Gilan**, 37 km., and from there a track crosses the **Crna Gora** (**Kara Dag**) to **Kumanovo**.

(iv) Another track goes W. to **Kijevo**, whence are tracks to **Jakova** or **Ipek**. (See Div. V, Route 4, at km. 229½.)

From **Priština** the road is a fair chaussée.

86½ Crest of low hills, 668 metres. The road then descends into the valley of the **Sitnica**.

90½ Road reaches N. end of Kosovo plain. Tomb of Sultan Murad (the victor of Kosovo), W. of road.

94 Bridge across **Lab** at **Babinmost**. Road follows along edge of hills on E. side of **Sitnica** valley. Crossing several small tributaries. These hills rise to some 220–250 metres above the river. On the other side of valley the hills are higher—about 700 metres above the river.

103 **Samodreža** stream, crossed by bridge.

108½ **Vučitrn**, 519 metres. Here the **Karaš** stream is crossed by bridge.

109½ Cross **Sitnica** by bridge.

110½ Railway station. Road crosses railway line at S. of station and follows line closely.

120½ **MITROVICA**, 506 metres. Pop. 3,500. A clean small town and lies on rising ground at the N. end of the **Kosovo** plain. Largely built since the railway. It is on the junction of the **Sitnica** and the **Ibar**, with a good and ample water-supply; fine vegetable gardens. Population largely Moslem; in 1908, however, the Orthodox were building a large new church. A few Roman Catholics. Mitrovica is the terminus of railway from **Salonica**. Station 1½ km. SW. from town.

There is a rough horse-track in a general W. direction up the **Ibar** valley to **Rozhāi**.

Leaving **Mitrovica**, cross the **Ibar** by a long wooden

N

km.

bridge (many of the supports are of stone, however), and follow l. bank for 5 km., after which road strikes NW., passes **Banjska**, and ascends to summit of a broad spur situated between the Banjska valley and the Plakonica stream. The country is partly wooded and very hilly. A steep descent leads into **Novi Bazar**, situated in the valley of the **Raška** stream.

The road from **Mitrovica** to **Sjenica** was reported in 1915 as passable for carriages and carts. Between **Mitrovica** and **Novi Bazar** there is a steep ascent and descent. An army with artillery and train passed over the whole road in 1912. The road is reported to be damaged at the summit.

Keep down l. bank of **Ibar** for 5 km.

126½ Cross **Bandol** stream (tributary of **Ibar**) by a bridge, and strike NW. over a hill.

128½ **Bandol**.

132½ Reach **Banjska** stream.

133 Alt. 543 metres. Cross **Banjska**. Steep ascent.

135 Alt. 725 metres.

141 Alt. 1,040 metres. Route reaches watershed between **Plakonica** and **Banjska** and runs along its crest NW.

148 Alt. 1,258 metres.

149 Summit 1,302 metres.

153 Alt. 1,177 metres.

154½ **Brgjani Han**, 1,078 metres. Very steep descent with zigzags.

158 Alt. 768 metres. Steep descent with zigzags.

160½ Alt. 607 metres.

163 Cross **Jošanica** by bridge.

163½ **NOVI BAZAR**, 600 metres.

Pop. (1912) 13,847. It was capital of the Sanjak of that name. Pop. of Sanjak (1912) 170,000; three-quarters are Christian Serbs and the rest mostly Albanian Moslems. It is a mountainous region watered by the **Lim** and several tributaries of the **Ibar**.

The **Raška** flows through the town.

Routes from **Novi Bazar** :—

(i) Rough cart-track leads to **Raška** (4 hrs.) NNE., and continues as a road fit for motors to **Kraljevo** (Div. IV, Route 13).

km.

(ii) A track to **Rozhāi**, SW. (about 50 km.: 2 days), available for two-wheeled carts (see Div. V, Route 4, section **ANDRIJEVICA-IPEK B**).

(iii) A track WSW. (2 days) to **Berane** (see Div. V, Route 4, **ANDRIJEVICA-IPEK B**) reported (1915) to be fit for wheeled traffic.

(iv) A horse-track S. to **Ribarić** on the Ibar and over the **Mokra Planina** to **Ipek** (2 days: see Div. V, Route 4, **ANDRIJEVICA-IPEK A**).

Follow l. bank of **Ljudska**.

An authority of 1893 says road is broad and, though stony, possible for carriages.

168½ **Dohojevići**, junction of **Raška** and **Ljudska** (549 metres) on l. Here valley contracts, high hills on each side.

171½ **Rajčinovik**.

180½ **Osanica Han**.

182 Alt. 773 metres. Valley widens slightly here, leaving room not only for river but for water meadows.

185½ Cross **Ljudska** by bridge to r. bank and reach foot of hill. There is a steep track l. straight to **Dugapoljana**. Carriage road continues r. and eventually ascends by zigzags. The low hills are covered with low shrubs—oaks and hazel.

190½ **Han Podstrmac**. Leave **Ljudska** valley and turn W. up hills. Zigzag ascent.

193½ **Dugapoljana**, small village on slope of hill just below summit on Novi Bazar side. Not many supplies on the spot, but might be obtained from country round (1893). From here country changes to grassy hills and downs.

196½ **Vrujica**, 1,304 metres. Near here authority (1893) says there is a fort, and that from here to Sjenica the road is broad. Many bridges were broken, but the streams could be forded.

198½ Cross **Brnjica** stream flowing SW. to join **Vapa**.

202 Zigzag descent.

203 Cross stream flowing S. to **Vapa**. Alt. 1,100 metres.

205 Cross **Vapa** river flowing NW. Marshy ground near river.

211 Cross **Bosnača** river.

213 **SJENICA**, 1,069 metres.

Pop. (1911) 3,882. Town lies in a fertile basin among mountains which drain to **Lim** river.



| km. | km. |  |
|-----|-----|--|
|     |     | Routes from Sjenica :—   |
|     |     | (i) SW. to <b>Bijelopolje</b> (see Div. V, Route 3, at km. 209).   |
|     |     | (ii) N. to <b>Nova Varoš, Priboj, and Uvac</b> (Bosnia) :— <sup>1</sup>  |
|     | 0   | <b>SJENICA.</b>  |
|     | 2   | Cross stream by bridge. Road to <b>Prijepolje</b> branches l.  |
|     | 7½  | Cross <b>Lopižanska</b> river.   |
|     | 8   | <b>Lopiže.</b>   |
|     | 11  | Alt. 1,300 metres.   |
|     | 15  | <b>Han Dervent</b> , 1,000 metres.   |
|     | 24  | <b>Han Ikmešlić.</b>   |
|     | 27½ | Alt. 1,298 metres.   |
|     | 30½ | <b>Nova Varoš</b> , 1,073 metres. Pop. (1906) 5,000, half Christian, half Moslem. Town extends in narrow valley 200 yards broad and up hillside to N. Streets broad and paved. Valley nearly E. and W. Good gardens. Houses substantial. |
|     | 32½ | Cross <b>Zlatarska</b> stream and turn N.  |
|     | 34  | Turn W. and follow down l. side of <b>Bistrica</b> valley on high ground.  |
|     | 37  | <b>Draževići.</b>  |
|     | 44½ | Junction of <b>Bistrica</b> and <b>Lim</b> . From here a road goes l. up <b>Lim</b> to <b>Prijepolje</b> (see km. 255 below).  |

<sup>1</sup> An authority of 1893 (September) describes this route as follows : At 7.40 left Sjenica, going rather N. of W., following telegraph wires. At 8.10 reached stream and crossed by bridge fit for wheeled traffic, 40 ft. long. Telegraph line divides here, one branch going to Nova Varoš. At 8.50, **Lopiže Han**, 3,550 ft. Left at 9.15. Grassy downs; valleys not more than 500 ft. deep; seldom with streams. Some cultivation (oats, &c.) in parts. Hay plentiful; three crops a year. Large herds of cattle; sheep of good quality, but less plentiful. At 10.0 began to leave rounded grassy hills; rocks appear, and small shrubs; alt. 4,100 ft. Reached top of gorge (4,000 ft.) at 10.30 and descend fairly steeply. At 10.55 reached **Han Dervent**, 3,250 ft. Stream 15–20 ft. wide, and swift, flowing in a gorge. Hills low and wooded. Left at 12.15; path ascends somewhat steeply to 3,850 ft. in half an hour. Country shows rather more cultivation, particularly in shallow basin to r. At 1.30 more woody country was reached: hills to l. covered with good fir-trees. At 2.30 reached a small barrack and saw **Nova Varoš** below.

The road from **Nova Varoš** down **Bistrica** to **Lim** and on to **Priboj** was reported fit for motors in September 1915.

| km. | km. |  |
|-----|-----|--|
|     |     | Alt. 415 metres. Cross <b>Bistrica</b> and follow r. bank of <b>Lim</b> .  |
|     | 52½ | <b>Kratova</b> tributary comes in r. Cross stream. Proceed down r. bank of <b>Lim</b> .  |
|     | 57  | <b>Banja</b> .   |
|     | 62  | <b>Priboj</b> , 394 metres.<br>Pop. (1915) 4,500. Town lies in a fertile basin on r. bank of <b>Lim</b> .  |
|     | 65  | Reach <b>Uvac</b> stream and follow it up.   |
|     | 66½ | <b>UVAC</b> . Bosnian frontier station. Bridge across the <b>Uvac</b> . For railway station turn l. over bridge and descend <b>Uvac</b> to where it joins <b>Lim</b> , 1½ km. For <b>Višegrad</b> turn r. over bridge. |

Leaving **Sjenica** the steep ascent of **Kremenik** spur is soon begun, and the **Komarica** col is crossed. The road then descends into the small **Miloševa** valley and leads to **Prijepolje** through wooded accidented country. The track is rough in places, but becomes a made road for the last 10 km. before reaching **Prijepolje**. Leaving **Prijepolje** a fair chaussée traverses a wooded and difficult country with numerous small ravines till **Plevlje** is reached. The chaussée then leads *via* **Boljanić** to the Bosnian frontier at **Metalka** pass, whence it is continued to **Sarajevo**.

|      |   |
|------|---|
| 215  | Cross <b>Uvac</b> , flowing NE., and ascend.                    |
| 220  | <b>Krivaje</b> .  |
| 225½ | Alt. 1,144 metres. Turn NNW.                                    |
| 227½ | <b>Potoci</b> .   |
| 229½ | <b>Karaula Komarica</b> . Descend along small stream.           |
| 232  | <b>Miloševdol</b> . Cross <b>Miloševa</b> stream.               |
| 238  | <b>Gvozd</b> . Hill to l., 1,407 metres.                        |
| 241  | <b>Kačevo</b> . Continue W. along the <b>Koševina Planina</b> . |
| 244½ | Alt. 1,082 metres. Road winds downwards.                        |
| 246½ | <b>Bijelobabe</b> . Turn N.                                     |
| 249½ | Cross <b>Miloševa</b> , 532 metres, and follow down r. bank NW. |

Here map shows track going up **Kosatice** valley, 8 km.; it then ascends to more than 1,300 metres in the **Zlutar Planina** at km. 9 and descends to **Nova Varoš** at km. 15.

|     |  |
|-----|--|
| 255 | <b>Prijepolje</b> , 442 metres.<br>Pop. 4,500. Important bridge over the <b>Lim</b> . The centre of small area of fertile valley. The Austrians kept |
|-----|--|

km.

a garrison here under the Treaty of Berlin till after the annexation of Bosnia in 1908.

A road fit for wheels and possibly motors, according to report of September 1915, branches r. and N. along the valley of the Lim, for **Nova Varoš, Priboj, &c.**

km.

- |    |  |
|----|--|
|    | <b>Prijepolje.</b> Follow down narrow <b>Lim</b> valley on r. (E.) side.   |
| 4½ | <b>Drenova</b> , to r., on higher slopes.  |
| 8  | <b>Pitovnik</b> , 1 km. r.   |
| 11 | Alt. 415 metres. (For <b>Priboj</b> continue down <b>Lim</b> valley for 17½ km. : for <b>Nova Varoš</b> , turn r. and E. up <b>Bistrica</b> valley ; see under km. 213 above, branch route (ii) at km. 44½.) |
| 23 | <b>Nova Varoš</b> , 1,073 metres.  |

A track also leads up **Lim** valley from **Prijepolje** to **Bijelopolje** (see Div. V, Route 3, at end).

The road was made carriageable by the Austrians.<sup>1</sup>

It was reported in September 1915 that motors can go from **Prijepolje** to **Plevlje**. The road is very hilly, and the hill on the summit of which is **Jabuka** is the worst.

- |      |  |
|------|--|
| 256  | Cross <b>Lim</b> by bridge ; proceed up its l. bank 1½ km. and bear r. up <b>Seljašnica</b> tributary. |
| 260½ | Alt. 492 metres. Zigzag ascent of the <b>Mihajlović Planina</b> .                                      |
| 271  | <b>Jabuka</b> .  |
| 276½ | Summit of <b>Mihajlović Planina</b> , 1,406 metres.  |
| 279  | Alt. 1,200 metres.   |
| 282½ | Alt. 1,010 metres.   |
| 286½ | <b>PLEVLJE</b> (Tašlidža), 769 metres.   |
|      | Pop. (1911) about 8,000. It is situated in a fertile basin draining NW. to the River <b>Drina</b> .    |

<sup>1</sup> A traveller in 1893 thus describes the route from **Prijepolje** to **Plevlje**: Left **Prijepolje** 1.50. Cross bridge and follow road on l. bank of **Lim**, fairly level, 4 metres wide. Road soon strikes W. Reach **Han**, 2.30. Bridge across small stream here. Leave **Han** 2.45. Ascend steeply (zigzag path cuts off carriage road). Pass a small village. Road steep and stony in places ; not very good. At 3.50 reach the top of the steeper part and lose sight of the **Han** valley. Continue to ascend less steeply. Pastures on each side. **Jabuka**, 4.10, 4,250 ft. Up to this place the country was partly covered with low oak shrubs and partly cultivated. There is a **Han** here. Leave **Jabuka** 4.45. At 5.10 reach a block-house at edge of plain, 4,650 ft. Descent begins. At 6.30 reached **Plevlje**, 2,760 ft.

km.

Routes :—

(i) A good military road connects **Plevlje** with **Sarajevo**, the capital of Bosnia, *via* (47 km.) **Čajnica** on the Bosnian frontier.

km.

|     |   |
|-----|---|
| 0   | <b>Plevlje.</b>   |
| 11  | <b>Gotovuša.</b>  |
| 22  | <b>Boljanići</b> , 1,112 metres.  |
| 25  | <b>Plješ.</b>   |
| 32  | Alt. 1,398 metres.  |
| 37  | <b>Metalka</b> pass, 1,383 metres. Cross Montenegro-Bosnian frontier.     |
| 47  | <b>Čajnica</b> (6 hours' ride from <b>Plevlje</b> ).                      |
| 67  | <b>Goražda</b> , 345 metres. Here is an iron bridge over the river Drina. |
| 155 | <b>Sarajevo.</b>  |

(ii) Tracks SSE. to **Bijelopolje** (about 50 km.) (see Div. V, Route 3, at km. 209).

(iii) A track direct to **Priboj** on the Lim NE. Time 9 hours. Track goes over the plateau of **Rudnice** and then descends steeply to a narrow gorge taking  $\frac{1}{4}$  hour to traverse. Hills 400 metres high. Track crosses the stream after leaving the gorge, then over **Pobjenik Planina** to the **Lim**.

(iv) To **Nikšić** (see Div. V, Routes 3 and 5-10).

## ROUTE 2

KUMANOVO—GILAN—PRIŠTINA, 88 km.

This is a cart-track from **Kumanovo** (railway) over the **Crna Gora** (Kara Dagħ) to **Gilan** and thence to **Priština**. Up to a short distance before reaching Gilan it is a rough chaussée, but onwards to **Priština** it is said to improve considerably.

km.

|   |   |
|---|---|
| 0 | <b>KUMANOVO.</b> Track leads W. across valley of the <b>Banjska</b> .   |
| 3 | <b>Režanovce.</b>   |
| 4 | Cross railway from <b>Üsküb</b> (Skoplje) to Vranja. Track then ascends N. a steep spur of the <b>Crna Gora</b> mountains, which here are heavily wooded. |
| 7 | <b>Slopčan.</b>   |

|     |   |
|-----|---|
| km. |   |
| 11  | <b>Izvor</b> , r.   |
| 13  | Alt. 1,150 metres. Military post. Proceed along spurs of <b>Crna Gora</b> .   |
| 15  | <b>Belanovce</b> , 1,109 metres.  |
| 24  | Alt. 1,050 metres. <b>Kruhali</b> to E. Road continues to descend.  |
| 27  | <b>Karadagh Reka</b> . Track now assumes character of fairly good chaussée and descends NW. into the <b>Binačka Morava</b> valley.  |
| 31  | <b>Džami Karadagh</b> .   |
| 37  | <b>Ladova</b> , S. of road.   |
| 38½ | Cross river <b>Binačka Morava</b> . Alt. about 480 metres: slight elevation (525 metres) to SW. It then crosses several streams and ascends N. towards <b>Gilan</b> .   |
| 43½ | Branch road l. and SW. to <b>Ferizović</b> on the <b>Uskub-Mitrovica</b> railway (see Div. IV, Route 1, at km. 49).   |
| 46½ | <b>Gilan</b> , 590 metres. Branch road r. and ENE. to join Route <b>KUMANOVO-VRANJA-LESKOVAC</b> (Div. III, 2) at km. 35½ (see Div. IV, Route 1 as above, km. 49, under <b>Ferizović</b> ). Road to <b>Priština</b> leaves <b>Gilan</b> in a NW. direction. |
| 49½ | <b>Kurutište</b> . Cross ridge and descend to—  |
| 51½ | <b>Bresaljica</b> . Cross a spur westward and descend past—   |
| 54  | <b>Ponež</b> , into valley of the <b>Bresaljica</b> , sub-tributary of the <b>Binačka Morava</b> . Continue up this valley.   |
| 63½ | Alt. 870 metres. Turn NW. Descend into valley of <b>Gračanica</b> , affluent of <b>Sitnica</b> , and follow its r. bank.  |
| 70  | <b>Mukat</b> .  |
| 75  | <b>Mramor</b> .   |
| 77½ | <b>Novoselo</b> , r., above road.   |
| 80  | Turn sharply N. up branch valley, and cross <b>Steževac</b> spur. Hilly country is now traversed to—  |
| 88  | <b>PRISTINA</b> .   |

## ROUTE 3

## PRIŠTINA—LESKOVAC

Track (apparently not passable for wheeled traffic) leads E. from **Priština** (alt. 630 metres) to the **Butovac** hills, which it crosses (about 10½ km.). It then bears more towards the N. and ascends obliquely the NW. side of the **Prapaštica** ridge (1,300 metres) and reaches its highest point on the **Stolovdag** (1,350 metres) at about

21 km. At 25½ km. near **Prapaštica** village the route turns off NNE. (A track runs ESE. from Prapaštica to **Hajkobila** and thence in a general SSE. direction to **Gilan**. See Route KUMANOVO-PRIŠTINA, above, Div. IV, 2, at km. 46½.) The **LESKOVAC** road descends along the valley of a tributary of the **Tularska**, reaching the latter near **Tulari** (34 km.). Alt. 450 metres. Thence the **Tularska** is followed to **Bogunovac** (40 km.) and **Vrapci** (43½ km.).

A short distance beyond this point, where the **Banjska** and **Tularska** join, the road bifurcates, and there are two possible routes to **Leskovac**.

(a) Along the **Tularska** and **Medvegja** valleys to km. 57½ near the village of **Runjkovac**. The valley is at first narrow and rocky, with steep sandstone cliffs; 3–4 km. above **Runjkovac** it broadens, and contains cultivable land. 1 km. above **Runjkovac**, while a cross-track continues to follow valley to **Lebane** (see (b) km. 76½), the road strikes NNE. from the **Medvegja** stream to **Bojnik** (73 km.). (From **Bojnik** there are also routes (i) to **Prokuplje** via **Dolnja Toponica**: see Div. IV, Route 4, at km. 21; (ii) to **Nish** via **Brestovac**; (iii) to **Lebane** via **Pridvorica**.) **LESKOVAC** road from **Bojnik** follows the **Pusta** as far as **Lapatinci** village at km. 80½, where it leaves the river and strikes E., crossing into the **Jablanica** valley, which it follows down to **Leskovac** (94 km.).

(b) The second route ascends the **Banjska** valley in a SSE. direction. At 49½ km. it turns sharply NNE. and ascends to the **Tupalski Pass** (55½ km.; 925 metres), from which it descends gradually to **Lebane** (76½ km.). Hence there are two routes to **Leskovac**: (i) a northern, along the valley of the **Jablanica** via **Bošnjaci** to **Leskovac** (97 km.), reported fit for heavy motors; (ii) a track across the hills SE. to **Šumane** and to the **Veternica** valley, in which a road is followed to **Leskovac** (110 km.).

## ROUTE 4

**LESKOVAC—PROKUPLJE VIA BOJNIK, 74½ km.**

The road throughout is believed to be passable for bullock carts only.

km.

0 | **LESKOVAC**. For the route from **Leskovac** as far as **Bojnik** (21 km.) see Div. IV, Route 3, above.

21 | From **Bojnik** road follows valley of the **Golema**, which it ascends in a general WNW. direction, crossing and recrossing the stream.

24 | A track offering an alternative route to **Prokuplje**

km.

branches r. and NNW. up the **Konjuvska** valley (r. bank), through **Dolnji** and **Gornji Konjuvci** (24½ and 27 km. from Leskovac) and **Zlata** (29½ km.). Here it turns W., leaves the Konjuvska valley, and ascends to **Žitnipotok** (37 km.). Then turning N. by W. it ascends to the ridge of the Crna Planina (43½ km.; 1,131 metres. At km. 47½ it turns NE. and descends through **Dobrotić** (50½ km.), and at km. 54½ it joins the route described below 2 km. from Prokuplje.

39 Leave valley and ascend through the two villages of **Statovac**.

43 Turn N. and descend to cross head-stream of the Golema.

45 Road leaves valley of the **Golema** and strikes in a general N. by W. direction over a ridge.

46 **Gornji Statovac** village.

49 Road descends into valley of a tributary of the Arbanaska.

52½ **Rgaja Pestiš**. Road and valley bend W.

53½ Road enters the valley of the **Arbanaska**, which here flows in a N. direction. The Arbanaska is followed to its junction with the **Toplica** (alt. 271 metres) at—

66½ **Dolnja Toponica** village. The r. bank of the **Toplica** is followed in an E. direction to—

74½ **PROKUPLJE**.

Pop. 5,500 (1,137 houses): great majority are Serbian: but there are Moslem, Gipsy, and Jewish communities, and a few Greeks. Situated on the l. bank of the **Toplica** surrounded by picturesque mountains. Its name is derived from the fact that the Serbians transferred the relics of St. Procopius there from Nish when that town fell into the hands of the Turks in 1385. It is built with regular streets, containing a fair number of shops. Remains of Roman station *Ad Herculem*. The neighbourhood contains numerous vineyards.

## ROUTE 5

PRIŠTINA—NISH, 126 km.

(A) VIA PROKUPLJE.

km.

0

**PRIŠTINA**. Follow Route PRIŠTINA—KRUŠEVAC (Div. IV, 6, below) as far as—

59½

**Kuršumlje**. From Kuršumlje route follows valley of the

km.

**Toplica** in a NE. and E. direction to **Prokuplje**. This stage is reported to be fit for wheeled traffic other than heavy motors.

Cross **Toplica** by Kuršumlje Bridge, and follow l. bank of stream.

66½ Road and river turn N.

71 **Pločnik** village about 1 km. to W. of road.

72½ River bends sharply from N. to E.

Road bends ENE. and enters a plain watered by streams flowing from the N. and NW. into the **Toplica**, which runs along its S. edge.

75 **Bace** village. Cross-road from **Blace** (11½ km.) on Kuršumlje-Kruševac Road (see Div. IV, Route 6, at km. 59½).

78 Another cross-road from **Blace** village (13½ km.) (see Div. IV, Route 6, at km. 59½): about 1-2 km. up this road is **Belonjin** village.

(This road from **Blace** crosses the Nish road and leads SE. to the **Toplica** (here 2 km. distant): it crosses the stream and follows the r. bank to **Prekadin** (4 km.). Thence a track is marked in a map of 1915 as being under construction as far as **Dolnja Toponica** (8 km.); see Div. IV, Route 4, at km. 66½.

81 Road bends from NE. to E. Marshy ground S. of road.

85½ Road crosses the **Planska**, a tributary of the **Toplica**.

87½ A road branches SW. to a ford (?) on the **Toplica** at **Dolnja Toponica**, from which a road goes to **Prokuplje** on the r. bank. From **Dl. Toponica** a road leads by the **Arbanaška** and **Pusta** valleys to **Leskovac**. (See for this Div. IV, Route 3.)

89½ Cross-road leading over **Toplica** to the r. bank route to **Prokuplje**. From this point the main route is about ¾-1 km. from the l. bank of river.

94½ **Prokuplje**.

From **Prokuplje** the road described below leads in an ENE. and E. direction to **Nish**, while a longer route follows the **Prokuplje-Leskovac** road along the r. bank of the **Toplica** to **Kočane** (22 km.). Here a road strikes N., and crosses the **Toplica** (26 km.) and the Southern **Morava** (27 km.), on the eastern bank of which it joins the **LESKOVAC-NISH** road (see Div. III, Route 3, at km. 28½); from this point to **Nish** the distance is 13½ km. (40 km. from **Prokuplje**).



km.

The more direct road, reported fit for heavy motor traffic, and described below, leaves E. end of **Prokuplje** and proceeds between ENE. and E. by N. It crosses some rising ground (370 metres), and then descends by zigzags to the valley of the **Bugarinovačka**, a principal tributary of the Toplica, here flowing about SSE.

102½ Bridge across the **Bugarinovačka** : **Bugarinovac** village lies on the river above the road. Road continues ENE., and crosses a ridge.

106½ Summit of ridge, 407 metres. **Baličevac** village in valley, 2 km. N. Thence road winds down to valley of the **Merošinska**.

110½ Cross the **Merošinska**. Alt. 240 metres.  
**Merošina** village on r. bank of the stream, S. of the road. Road continues ENE. across the Morava plain.

113½ **Aleksandrovac**, on a stream along the r. bank of which a track leads SE. to **Balajinac** village, and thence across the **Merošina** and **Bugarinovačka** streams to **Kočane** (15 km., see under km. 94½ above), where it joins the **PROKUPLJE-LESKOVAC** main road.

117 **Mramor** village, N. of road. Stone bridge across the Morava.

From Mramor a road runs in a general N. by W. direction, along l. bank of the Morava to **Žitkovac** (25½ km.), opposite **Aleksinac**. From km. 9½ it is accompanied by the main line of railway from Nish to Belgrade. It is apparently passable for wheeled traffic throughout its length.

Beyond the Morava the Nish road runs across a marshy plain between the Morava and its tributary the **Nišava**.

121 Road crosses Vranja-Nish railway, which here runs along an embankment.

Thence the road continues E. by S. along l. bank of the **Nišava**, which here flows W. Between the river and the road runs the railway.

126 **NISH.**

#### (B) VIA BRESTOVAC

A shorter but more difficult route from **Priština** to Nish follows route to **Bogunovac** (40 km.) and **Bojnik** (73 km., see Div. IV, Route 3). Thence it follows the valley of the **Pusta**

km.

in a NE. direction, and at **Brestovac** (94 km.) it reaches the railwayline: a road from **Kočane** enters here from NNW. (see under km. 94½ above). Thence the road to Nish continues NNE. to join the **Leskovac-Nish** road (96 km.). Nish is entered at km. 117½ from **Priština**.

## ROUTE 6

## PRIŠTINA—KRUŠEVAC, 128 km.

This road is reported to be suitable for bullock-carts only as far as **Kuršumlje**, from **Kuršumlje** to **Blace** as fit for wheeled traffic other than heavy motors, and from **Blace** to **Kruševac** as fit for heavy motor traffic.

km.

0 **PRIŠTINA**. Route leaves **Priština** in a general NNW. direction towards the valley of the **Lab**, and runs across low hills.

11 **Pesinje**, ½ km. E. The **Lab** is about 1 km. W. From this point road ascends valley of the **Lab** in a N. by E. direction, keeping not far from the l. bank of the river. Hamlets on both sides of the valley.

18½ **Talovo** village.

Here a rough road branches off from the main route in an easterly direction and at 2 km. it turns NNE., runs along l. bank of the **Lab**, and finally rejoins the main route N. of **Podujevo** (see under km. 29). By the branch track the distance to **Podujevo** is about 13 km.

19 **Lab** river (here flowing from E. to W.) is crossed. Alt. 585 metres. The road then runs in a general N. by E. direction, about 1½ km. from the r. bank of the river. To the W. are hills rising to 800–1,000 metres above sea-level (200–400 metres above the level of the valley). Villages on their slopes.

29 **Podujevo** village on (? both banks of) the **Lab**: alt. 625 metres. At N. end of village road crosses the **Lab** (here flowing from NNW. to SSE.). Beyond the river the main road is rejoined by the branch track from **Talovo** (see under km. 18½), and then continues NNE. towards valley of the **Dubnica**.

km.

30½

**Han Podujevo.** A cart-track leads E. to the **Dubnica** (about 2 km.), and thence becomes a horse-track leading up to the heights between the **Dubnica** and the head of the **Kosaonica** (about 8 km.), whence an important track from the old Serbian frontier leads down the valley of the **Kosaonica** stream to **Kuršumlje** (about 36 km.).

34½

**Dolnja Dubnica**, scattered village. Cart-tracks westwards to **Lab** (about 4 km. distant) and mule-track E. over a ridge 730 metres above sea-level to the **Kosaonica** valley (? 8 km.). Road runs near r. bank of the **Dubnica** stream.

37

Road crosses **Dubnica** stream and ascends in a general NNE. direction to the pass of **Prepolac**.

43½

Summit of **Prepolac** pass, 873 metres. Height E. of road 947 metres. Military post on old frontier. The route, which now improves, descends in a general N. by E. direction to the valley of the **Banjska**, a tributary of the **Toplica**. It follows the narrow wooded **Banjska** valley, between hills rising to 700–950 metres above sea-level, as far as **Kuršumlje**. Four strong block-houses reported to be in the valley (about 1½ km., 4½ km., 6½ km., and 12 km. from the summit of the pass).

59½

**Kuršumlje** (also called *Bela Crkva*). Pop. 2,000. The site has had some importance since the days of the Roman Empire, owing to its position on the communication-line which runs E. and W. along the **Toplica** river, and at the mouth of the **Kosaonica** and **Banjska** valleys which carry roads southwards from the **Toplica**.

Route from **Kuršumlje** to valley of **Ibar**, connecting with **Route NOVI BAZAR-KRALJEVO**:—This road, which leads through mountainous forest country, follows the valley of the **Toplica** above **Kuršumlje** in a WNW. direction for about 35 km. It then crosses the **Kopaonik** range (a system of wooded hills, forming the watershed between the **Toplica** and the **Ibar**) by passes which rise to 1,482 metres above sea-level, S. of the highest point of the **Kopaonik** range, the **Suvo Rudište**, 2,140 metres. Thence it drops rapidly through the ravine of the **Bistrička**, into the valley of the **Ibar** at **Šarpej** and **Košutica** villages (65 km. from **Kuršumlje**). It descends the valley of the **Ibar** to its junction with the **Raška** stream at **Raška** town, where it joins the **Route NOVI BAZAR-KRALJEVO** (Div. IV, 13) at km. 20½.

km.

Another possible route across the **Kopaonik** leads by **Brus** (see the present route to km. 94½, and note on road to Brus under that km.), and thence apparently running through **Paljevštica** and **Livagje**, and by a path N. of the **Suvo Rudište** into the **Ibar** valley near **Rudnica**. Details not available.

The **Kruševac** road crosses the **Toplica** and then, leaving the main highway running E. to **Nish** (Div. IV, Route 5), it bears NNE. past **Mačkovac** (about 4½ km.) and thence NNW. across hills, rising to about 580 metres above sea-level and 200 metres above **Kuršumlje**. Crossing the **Konjuška** stream near **Dolnji Spanci**, about 10½ km. from **Kuršumlje**, it traverses a ridge to **Barbatovac** village (about 14½ km. from **Kuršumlje**): thence it goes NNE. to **Blace** village (below, about 22½ km. from **Kuršumlje**).

Other routes to **Blace** are: (i) Along the **Nish** road on r. bank of the **Toplica** to **Bace** village (15½ km. from **Kuršumlje**), and thence NW. by a road believed passable for wheeled traffic, up the valley of a tributary of the **Toplica** to **Blace** (27 km. from **Kuršumlje**). (ii) Along the **Nish** road to the neighbourhood of **Belonjin** village (18 km. from **Kuršumlje**), thence NNW. along the r. bank of the **Draguška** stream, a tributary of the **Toplica**, as far as **Dolnja Draguša** village (22½ km. from **Kuršumlje**), and from that point bearing in a general NW. direction to **Blace** (about 31½ km. from **Kuršumlje**).

82 **Blace** village, 435 metres, in a bend of the **Blatašnica**, a tributary of the **Rasina**. From **Blace** the road follows in a general NW. direction the r. bank of the **Blatašnica**.

88 Road and stream enter the defile called the **Jankova Klisura**. It has steep wooded sides and is very narrow in several places. Large masses of rock lie in the bottom of the valley. The mountain to the SW. of the pass is called **Javorac** (896 metres), that to the NE. **Varnica** (772 metres).

93 Lower end of the **Jankova Klisura**. The road enters the valley of the **Rasina**, which from this point flows first in a general NNW. direction, and then NNE., to join the **Morava** near **Kruševac**.

94½ A road from **Brus**, believed passable for wheeled traffic, enters from SSW. (**Brus** lies higher up the **Rasina** valley,

km.

at a distance of about 15 km., in a general WNW. direction. The road leading to it follows course of the stream, which it crosses and re-crosses at several points.)

Immediately beyond the junction with the Brus road, the **Rasina** is crossed, and l. bank is followed NNW.

98½ **Zlatari** village on the road. Alt. 317 metres.

99½ Road enters a narrow winding defile, called the **Sudimska Klisura**, extending for about 7 km.

106½ Lower end of the **Sudimska** defile. **Suvaja** village on r. bank of the **Rasina**. Road and valley now running NE. The valley broadens to 1-2 km. Frequent villages on the road.

110½ **Štitari** village. Here a rough track climbs the ridge on the W. side of the valley, and runs along it to **Kruševac** (18 km.). The main road continues to run along the bottom of the valley to—

128 **KRUŠEVAC**. Alt. 190 metres.

Pop. 7,500. Was the capital of King Lazar, Serbia's last wholly independent monarch before the Turkish conquest. It is situated at the point where the **Rasina** valley debouches into the valley of the W. **Morava**, and is on the W. **Morava** valley railway. The town is grouped round a large circular *place* from which the four principal streets radiate in the form of a cross. In the centre of the town stand the ruins of the tower of Tsar Lazar, and to the east of this the remains of the old church and palace. There are several large schools. The Government explosives factory is at **Obilićevo**, about 2½ km. to the SE., on the **Aleksinac** road. Strategically **Kruševac** is important as commanding the junctions of the W. **Morava**, **Rasina**, and **Pepeljusa** valleys, and lying near the upper end of the gorge through which the W. **Morava** flows into the **Morava** valley. It is the centre of numerous roads.

An alternative route between **Kuršumlje** and **Kruševac** (believed passable for wheeled traffic) is as follows :

Along the **KURŠUMLJE-NISH** Route to **Prokuplje** (35 km. : Div. IV, Route 5); thence turning N. route crosses the **Jastrebac** mountains (highest point on road 672 metres above sea-level: 52 km. from **Kuršumlje**), and thence runs to **Vukanja** (57½ km.) and **Ribare** (63 km.). [From these villages tracks lead to the S. **Morava** valley near **Tešica**,

km.

20 km. (see Div. III, Route 4, branch under km. 32½), and at **Korman**, 16½ km. (see the same) ] The Kruševac road proceeds from **Ribare** down valley of the **Ribarska**. At km. 80 the route bifurcates, one branch continuing down the valley N. to the southern Morava, where at 4½ km. it reaches **NISH-POŽAREVAC** Route (see Div. III, Route 4, at km. 53), the other branch proceeds W. **Kruševac** 96½ km. from **Kuršumlje** (see Div. IV, Route 7, below, at km. 16½).

## ROUTE 7

KRUŠEVAC—ALEKSINAC, 41 km.

This road is reported fit for ordinary wheeled traffic, but not for heavy motor traffic.

km.

|     |  |
|-----|--|
| 0   | <b>KRUŠEVAC.</b> The road ascends the valley of the <b>Gaglovačka</b> in an E. direction.  |
| 13  | Alt. 307 metres. Watershed. Thence road descends into valley of the <b>Gjuniska</b> .  |
| 16½ | Route crosses the <b>Gjuniska</b> and is joined by the road from <b>Prokuplje</b> which enters from S. (see Div. IV, Route 6, above; alternative under km. 128). Route follows r. bank of the <b>Gjuniska</b> in a N. direction. |
| 20½ | Road reaches the <b>Morava</b> valley, where it joins the <b>Aleksinac-Čičevac</b> road (see Div. III, Route 4, at km. 53).  |
| 41  | <b>ALEKSINAC.</b>  |

## ROUTE 8

KRUŠEVAC—STALAĆ, 13 km.

Reported fit for heavy motor traffic.

km.

|    |   |
|----|---|
| 0  | <b>KRUŠEVAC.</b> Road leaves Kruševac in a NNE. direction.      |
| 1½ | Road crosses railway, which it closely follows from this point. |

o

|     |  |
|-----|--|
| km. |  |
| 5½  | Road approaches the r. bank of the <b>W. Morava</b> and road and river with the railway and the <b>KRUŠEVAC-JAGODINA</b> road run through a gorge. The last-named road is on the l. bank of the river. |
| 9½  | <b>Mrzenica</b> village and N. end of gorge.   |
| 13  | <b>STALAĆ</b> , on r. bank of the S. Morava, which is crossed by a bridge.   |

## ROUTE 9

**KRUŠEVAC—SMEDEREVO (SEMENDRIA), 142½ km.**

This road as far as km. 48 (6 km. SW. of Jagodina) is reported to be not good, and to be suitable for bullock-carts only. A good route for motors can, however, be obtained by going from Kruševac to **Stalać** (see Div. IV, Route 8, above), thence along the Nish-Požarevac road to **Čuprija** (see Div. III, Route 4, km. 71–105½), and from there by the cross-road, 4 km. long, which joins the l. bank route at 48 km. below. The pontoon bridge by which this cross-road traverses the Morava at Čuprija is liable to be damaged by floods in the river. From km. 48 below the l. bank route leading to Smederevo is reported to be fit for heavy motor traffic.

|     |   |
|-----|---|
| km. |   |
| 0   | <b>KRUŠEVAC.</b><br>Road leaves Kruševac along an embankment in a NNW. direction to the Western <b>Morava</b> opposite <b>Jasika</b> .  |
| 4   | Bridge over <b>Morava</b> . <b>Jasika</b> village at bridge-head.<br>Route <b>KRUŠEVAC-KRAGUJEVAC</b> (Div. IV, 11) leads in a general NW. direction across the hills.  |
|     | Route from Kraljevo (Div. IV, Route 27 B) enters from W. The route to Smederevo turns E. following l. bank of river. Hills rising to about 300 metres immediately to N.   |
| 9½  | The valley becomes a gorge which runs NNE. between hills 300–500 metres high. The Smederevo road follows l. bank of the W. Morava, while on the r. bank run road and railway-line from <b>Kruševac</b> to <b>Stalać</b> . |
| 12½ | Valley broadens. Road turns NNW. along the edge of the hills.   |
| 14½ | <b>Bošnjane</b> village. Road continues in a general N. direction.  |
| 16½ | <b>Maskare</b> village E. of road.  |

km.

17½

Junction of W. Morava and S. Morava about 3¼ km. E. of road at this point.

20

**Varvarin.** Pop. 2,500. Large straggling village between road and Morava.

21

A branch road leads E. to l. bank of river (1 km.; ferry), and is continued from the r. bank to **Čičevac** (6½ km.) (see Route NISH-POŽAREVAC, Div. III, 4; at km. 77).

Another road leads W. and WNW. to **Baćina** (5 km.) in the valley of the **Kalenićska**, a l.-bank affluent of the **Morava**. From **Baćina** alternative tracks run up the valleys of the **Gjergjelin** and the **Kalenićska** to join the **KRUŠEVAC-KRAGUJEVAC** road in the neighbourhood of **Karanovčić**. That place is 11 km. from **Baćina** by the former route, 12 km. by the latter (see Div. IV, Route 11 at km. 4).

27

**Obrež** village.

From N. end of village a branch road leads NE. to cross the **Morava** at **Gornji Vidovo** (2½ km.), and thence NNE. to the **NISH-POŽAREVAC** road 3 km. S. of **Paraćin** (see Div. III, Route 4 at km. 92½). A track leads SSW. from **Obrež** to **Baćina**, 7 km. (see under km. 21 above).

From **Obrež** the route runs in a general N. by W. direction along the foot of the lower slopes of the hills to the W., on which are several villages. The **Morava**, here very winding, is 1-3 km. E. of road.

37

Hill-slopes to W. of road here become steeper. **Morava** about ¾ km. to E.

Branch road to river, continued from r. bank to **Paraćin**, 6¼ km. (see Div. III, Route 4, at km. 95½).

38

Villages along the road for about 6 km. The **Morava** is 2-2½ km. to E.

Hills to W. about 700-400 metres.

44

Main railway-line (on embankment), having crossed the river (2 km. to the E.) from E. side of valley (see Div. III, Route 4 at km. 103½), here approaches road and turns N., accompanying the road on the E.

48

Branch road ESE. to **Čuprija**, about 4 km. distant. From this point railway runs about 1 km. NE. of **Smederevo** road.

54

**Jagodina**, 115 metres.

Pop. 5,000. Situated on the W. side of the **Morava**



km.

valley on the main line to Belgrade. It possesses a mosque, a church, a glass factory, and a brewery.

Routes from Jagodina :—

(i) To NISH-POŽAREVAC Route (Div. III, Route 4 at km. 119½), 11 km., *via* **Glogovac**, crossing the Morava by a bridge.

(ii) To KRUŠEVAC-KRAGUJEVAC Route (Div. IV, Route 11). This bifurcates at 7 km. from Jagodina into two branches :

(a) Northern branch joins the KRUŠEVAC-KRAGUJEVAC road in the neighbourhood of **Ratković** village (23½ km. from Jagodina). See Div. IV, Route 11, at km. 56.

(b) Southern branch to **Belušić** and **Brajinovac** villages (24 km. from Jagodina). See Div. IV, Route 11, at km. 36.

The Smederevo route leaves **Jagodina** in a WNW. direction, ascending the hills (here 200–300 metres high) on the W. side of the Morava valley, which it does not re-enter till beyond **Bagrdan**. Railway continues to skirt western side of valley, passing through the gorge of **Glavica**, which the road avoids.

68½ **Bagrdan.**

69½ Road rejoins railway at **Bagrdan** station, and re-enters the Morava valley. From this point the road runs close to W. side of railway line along foot of hills. Villages on hills to W.

79½ **Lapovo** railway station.

A road and branch railway line (normal gauge) to **Kragujevac** (see Div. IV, Route 17, and p. 379).

82½ **Lapovo.**

A branch track leads NNE. crossing the **Lepenica** at 1 km. to the **Morava** (7 km.), which it crosses by a bridge, continuing thence to **Svilajnac** at 11 km. (see Div. III, Route 4, at km. 147½).

89 **Markovac** railway station.

Routes :—

(i) To **Svilajnac**. This road branches to E., crossing the **Lepenica** at 2 km., and turning SE. it joins the **Lapovo-Svilajnac** road (5 km.) at W. end of bridge over the **Morava**. See above under km. 82½.

- km.
- (ii) To **Rača** (9 km.) on the **Kragujevac-Palanka** road (Div. IV, Route 15 at km. 29), continuing—
- (iii) To a point near **Natalinci** on the **Valjevo-Velika Plana** road (see Div. IV, Route 37, at km. 97½).
- 95 **Stari-Adžbegovac**, E. of road. River here is about 1 km. from road.
- 99½ **Velika Plana** railway station and junction for the **Smederevo** branch line. See km. 100½, below.
- 100½ Mouth of the **Jasenica** valley, about 2½ km. wide.
- Road to **Palanka** (12 km.) branches off on W., passing through **Velika Plana**, 2 km. (see Div. IV, Route 37 at km. 127). Railway accompanies this road into **Velika Plana**, where it bifurcates, the main line to **Belgrade** running up the **Jasenica** valley to **Palanka**, while the branch to **Smederevo** (normal gauge) re-enters the **Morava** valley, which it continues to descend.
- 104 The **Smederevo** road runs NNE. across the plain.  
Road crosses the **Jasenica** immediately above its confluence with the **Morava** and enters village of **Veliki Orašje** on the l. bank of the **Morava**.
- A road branches E. from r. bank of the **Morava** opposite **Orašje** and leads through **Dolnja Livadica**, at the E. end of which (6 km.) it bifurcates. One branch runs E. to **Zabari** (11 km.), and the other SSE. to **Kušiljevo** (15 km.), both of which are on the **Nish-Požarevac** road (see Div. III, Route 4, at km. 163 and km. 153½).
- From **Veliki Orašje** the **Smederevo** road, which is rejoined by the railway, runs in a general N. direction. At first it is about 1 km. from the hills to the W., and about the same distance from the **Morava**. Farther on the hills gradually recede to a distance of 3-4 km., and the river retreats towards the other side of the valley till its course is generally 4-6 km. away from the road. Road runs E. of railway.
- 109½ **Krnjevo** railway station.
- 116 **Lozovik** railway station, 114½. Road turns slightly towards NNE., diverging from railway about 1 km. to W.
- 118 Road passes through **Saraorci** village, and here turns NNW., again approaching railway.

- km.  
 120 Road rejoins railway. **Jezava** stream close to road on E.  
 122 **Lugavčina** village to E. of road.  
 123½ **Osipaonica** railway station.  
 124½ **Osipaonica** village. Pop. 3,000.
- From this place a road to **Požarevac** (15½ km.) runs NE., crossing the **Morava** by a bridge (9½ km.).
- The Smederevo road continues NNW.  
 127 **Skobalj** village.  
 131 **Mala Krsna** village. Road to **Požarevac** (17 km.) branches ENE. and reaches l. bank of the **Morava** at 7½ km. Ferry. From **Dragovac** on r. bank it is continued across the plain to **Požarevac**.
- 135 Road crosses to W. side of railway, which it follows closely to **Smederevo**. It is joined by the **PALANKA-SMEDEREVO** route (Div. IV, Route 16) which comes in from the S. Thence the route runs NNW. along the foot of low wooded hills to W.
- 142½ **SMEDEREVO**.  
 Pop. 7,000. It is situated on r. bank of the Danube, among vineyards at the mouth of the **Jezava**, a fork or backwater of the **Morava**. From here a normal-gauge line runs up to **Velika Plana**. The town is a regimental and artillery head-quarters, has a good quay, and a busy export of grain, pigs, and cattle. There are very striking ruins of the fortress taken by the Turks in 1459, but no modern defences.

## ROUTE 10

JAGODINA—KRAGUJEVAC, 36½ km.

This road is reported to be fit for ordinary wheeled traffic, but not for heavy motor traffic.

km.

0

**JAGODINA**. Road leaves Jagodina in a SSW. direction ascending valley of the **Belica**, keeping on its northern side, and crossing numerous tributaries to this stream.

5

**Dragocvet**.

7

A road branches S. crossing the **Belica** and ascending the

km.

hills on the southern side of the valley, then descending to valley of the **Dulenska**. At  $5\frac{1}{2}$  km. it reaches the **Dulenska**, the l. bank of which it follows. At  $8\frac{1}{2}$  km. it crosses the **Dulenska** and ascends hills SE. of the stream, crossing the ridge and descending into the valley of the **Županjevačka**, up which it runs to **Belušiće** and **Brajinovac** (17 km.), where it joins the route **KRUŠEVAC—Kragujevac** (see Div. IV, Route 11, at km. 36).

The Jagodina—Kragujevac road proceeds up valley of the **Belica**.

12 Road crosses the **Belica** and ascends hills on S. side of valley obliquely.

15½ Alt. 352 metres.

18½ Alt. 450 metres.

20½ Alt. 426 metres.

22½ Road joins the **KRUŠEVAC—Kragujevac** Road (see Div. IV, Route 11, at km. 56) along which it proceeds to—

36½ **KRAGUJEVAC.**

Pop. 19,000. Situated in the broad valley of the **Lepenica** under the NW. slopes of the **Crni Vrh**. A normal-gauge railway connects it with **Lapovo** on the **Belgrade—Nish** line. The Government arsenal for the manufacture of guns, small-arms, and ammunition is situated on the outskirts of the town to SW. There is also a Government factory for saddlery of all kinds. Besides these there are large steam flour-mills and several small cloth factories. There are a number of large barracks, three or four of which have been converted into hospitals. Among other public buildings are two large schools.

## ROUTE 11

**KRUŠEVAC—Kragujevac**, 70 km.

km.

0 **KRUŠEVAC.** Road leaves **Kruševac** in a NW. direction.  
Cross **Western Morava** by **Jasika** bridge.

4 From **Jasika** village, at the N. bridge-head, to **Brajinovac** and **Belušiće** there appear to be several routes, which may be passable for bullock-carts. Route B (i) is perhaps the

km.

best of the four, but further information should be obtained.

A (i). From **Jasika** village (160 metres) road proceeds in a general NNW. direction, ascending hills N. of the **Western Morava** valley. At 11 km. from **Jasika** it reaches an altitude of 297 metres. It then crosses the valley of the **Bošnjanska** and climbs hills N. of that stream. At 18 km. from **Jasika** it is 374 metres above sea-level. At 21½ km. it enters **Karanovčić** village (242 metres) in the **Kalenićska** valley, where it is joined by Route A (ii), below, and by a route from **Bačina** by **Kalenićska** valley (see Div. IV, Route 9, at km. 21). Beyond **Karanovčić** it rises to 434 metres (at 25½ km.). At 31½ it reaches **Brajinovac**.

A (ii). From **Jasika** this road proceeds in a westerly direction, gradually turning NW. At 6 km. from **Jasika** it reaches an altitude of 470 metres. It then undulates with a general downward tendency till it reaches **Karanovčić** village and joins A (i), above, at 19 km. from **Jasika**. Distance from **Jasika** to **Brajinovac** by this route, 29 km.

B (i). From **Jasika** this route follows the road along the N. side of the **Western Morava** valley, and proceeds in a general W. direction to **Veliki Drenova** (13 km. from **Jasika**) where it turns up the valley of the **Riljačka** and thence proceeds in a general N. direction with a slight tendency to the W. At 26 km. from **Jasika** (at 387 metres above sea-level) it is joined by Route B (ii), below. At 30 km. it crosses the **Kalenićska**. At 32 km. it is 416 metres above sea-level. At 36 km. it enters **Brajinovac**.

B (ii). From **Jasika** the route goes to **Veliki Drenova** (13 km.) as in Route B (i). Thence it continues along N. side of the **Western Morava** valley to **Medvegie** village (19½ km. from **Jasika**), where it ascends the hills in a general N. direction with a slight tendency E., crossing the hills (greatest altitude, 412 metres) to its junction with Route B (i), above, 32 km. from **Jasika**. Distance to **Brajinovac** by this route is 42 km.

36

**Brajinovac** and **Belušić** (distance by Route B (i)).

From **Brajinovac** a branch road to **Jagodina** (24 km.) goes in a general NNE. direction by the valleys of the **Županjevačka**, **Dulenska**, and **Belica**. At 17 km. in the **Belica** valley this route joins the **Kragujevac**-

km.

JAGODINA road, which it follows into **Jagodina** (Div. IV, Route 10).

From Brajinovac the Kragujevac road runs in a general direction between NW. and NNW.

39 Summit of a ridge, 391 metres. Thence road descends into the valley of the **Dulenka**.

42½ Cross an affluent of the **Dulenka**, and proceed up the r. bank of the **Dulenka**.

46 Cross the **Dulenka** and ascend obliquely the slope of the hills on the NE. side of the valley.

From l. bank of **Dulenka** at crossing, a track branches first SE. and then NE. 14 km. to join road from Brajinovac to Jagodina (see km. 36, above), ½ km. before junction of latter with Kragujevac-Jagodina road.

56 Alt. 451 metres. **Ratković**, E. of road. Near this point road from **Jagodina** enters from the E. Road then crosses into the valley of the **Ždraljica**, which it follows to—

70 **Kragujevac**.

## ROUTE 12

NOVI BAZAR—KRUSHEVAC, 123½ km.

km.

0

**NOVI BAZAR**. The road to **Kraljevo** (see Div. IV, Route 13) is followed as far as km. 37½ on the l. bank of the **Ibar** opposite the mouth of the **Jošanica** valley. There is no bridge over the **Ibar** here, and the route continues only as a mule-track as far as **Brus** (km. 81½ below). Alternatively, the **Ibar** might be crossed at **Raška** (Div. IV, Route 13 at 20½ km.), whence a rough track leads along r. bank of the **Ibar** to the mouth of the **Jošanica**. The distances by both these routes are approximately the same. Or again a track may be followed E. and NE. from **Pavlica** on the r. bank of the **Ibar** (7½ km. from **Raška**) to **Banja Jošanička** (see km. 47½).

37½ Mouth of the **Jošanica** valley, which runs in a generally easterly direction. Alt. 511 metres. Road follows r. bank of the **Jošanica**.

- km.  
 40½ Beyond this point for about 2 km. several streams flowing into the Jošanica are crossed.
- 41½ Crest of **Kamenita** Mt. (1,371 metres) about 3½ km. to S.
- 43½ **Zupanj** village on spur on r. bank of stream. After rounding the spur road turns SE.
- 45 Cross tributary of Jošanica flowing in from NNE.
- 47½ **Banja Josanička**, 590 metres. Hot springs. Opposite this village a ravine enters the Jošanica valley from the SSW., along which a path leads to a narrow gorge (2½ km.) and across heights at the head of the ravine into the **Ibar** valley (10 km.). It reaches the Ibar stream immediately above **Pavlica** about 1 km. S. of the confluence of **Brvenica** stream with the Ibar.
- 48½ Road and valley take a NE. direction.
- 54½ **Jelakci**, 872 metres. Valley turns SE. In this neighbourhood crests of mountains near r. bank of stream are 1,270 to 1,300 metres above sea-level. On l. bank they rise to 1,540–1,570 metres above sea-level.
- 57½ Road turns NE. up valley of the **Pločka** tributary of the Jošanica. Forest and upper ranges of the **Kopaonik**.
- 62½ **Ploča** village. Alt. 1,053 metres. Road ascends ENE. to watershed between the Jošanica and the Rasina.
- 64 Summit of pass 1,105 metres. Road descends E. along ravine. Small stream to r.
- 67 Ravine turns NE.
- 68½ Side valley running NNW. to **Pleš** village about 1 km. up the valley. Road turns SE.
- 69½ **Rasina** valley. **Grčak** village.. Road crosses the **Rasina** and follows its l. bank SE.
- 72½ Rough branch-track leaves valley and crosses ridge in an E. direction into the valley of the **Lesenovačka**. It fords this stream at the village of **Melentija** (2 km.). Thence it traverses another ridge into the valley of the **Kočetinska**, where at 6 km. it joins road running from **Trstenik** in the W. Morava valley to **Aleksandrovac** (see Div. IV, Route 27 (A), at km. 31½). This road is followed in an easterly direction to **Aleksandrovac** (8 km.): and thence at 10½ km. it reaches **Vitkovo** (see km. 94 below).
- 74½ Road crosses to r. bank of the **Rasina**, and runs S. and SE. Between this point and **Brus** the ridge (800 metres) on the l. bank of the Rasina is steep and close to the river. The slopes on the W. side of the valley

km.

are on the whole easier, but are intersected by several ravines.

78½ Mouth of **Grabovnica** valley, which extends W. to the **Kopaonik** range.

79½ Path branches W. from road and leads up S. side of **Grabovnica** valley to **Veliki Grabovnica** village (4 km.), and thence over the **Kopaonik** range by the **Brusina** height (1,508 metres : about 15 km. distant), whence a track leads southwards to the route **BRUS-IBAR VALLEY** (see Div. IV, Route 6, km. 59½, under **Kuršumlje**).

81½ **Brus**, 450 metres.

From **Brus** to **Kruševac**, it is possible to follow the **Rasina** valley the whole way, making a considerable detour to the S. For this route see Div. IV, Route 6, from km. 94½ onwards. The distance is about 59 km.

A shorter route is that described below. The road, which is reported passable for wheeled traffic, but not for heavy motor traffic, leaves **Brus** in a NNE. direction and strikes across the hills.

84 Watershed between **Rasina** and **Lesenovačka** streams. Thence the road descends along a ravine to the **Lesenovačka**.

87½ Cross **Lesenovačka** stream. Thence road crosses hills between the **Lesenovačka** and the **Košetinska** streams, its general direction being NNE. (to **Vitkovo**).

94 Road reaches the **Košetinska** stream which it crosses. On the N. bank is the considerable village of **Vitkovo** (see under km. 72½).

From **Vitkovo** the road leads through a country largely covered with oak woods. It follows N. bank of the **Košetinska** as far as—

96 **Bobote** village, on N. of road. The **Košetinska** continues to flow E. for about 4 km., and then joins another stream. The united stream, called the **Varinski**, flows below the junction in a N. direction. The road cuts off the angle thus formed by turning NW. across low rising ground.

98 **Novaci** village on SE. of road.

100 **Dašnica** village about ½ km. NW. of road, which here crosses the **Drenačka**, a tributary of the **Varinski**.

101 Road approaches the **Varinski** (see km. 96 above) and follows it, at a distance of about ½ km. from its l. bank, in a N. by W. direction.



|      |  |
|------|--|
| km.  |  |
| 103½ | <b>Lačisled</b> village on W. side of road. Road runs NNW. Much maize cultivation between this point and <b>Kruševac</b> .   |
| 105  | Road and valley turn NE.   |
| 106  | <b>Golubovac</b> village lies about 1 km. to NW. of this point.  |
| 107½ | Road and valley turn E. Valley broadens.   |
| 108½ | <b>Veliki Vrbnica</b> .<br>Road crosses to S. side of the <b>Varinski</b> and runs at a distance of ½–¾ km. from the stream.   |
| 110  | Church on N. side of road. <b>Mali Vrbnica</b> village on N. side of the <b>Varinski</b> about ½ km. distant.  |
| 112½ | <b>Trebotin</b> village on N. side of the <b>Varinski</b> (about ¼ km. distant).<br><b>Žabare</b> village on hill about 1 km. to S.  |
| 113½ | Road and <b>Varinski</b> stream turn NNE., entering the well-cultivated valley of the <b>Pepeljusa</b> , which runs N. to the Western Morava.  |
| 115½ | Road crosses the <b>Pepeljusa</b> stream immediately above its junction with the <b>Varinski</b> and thence continues to run NNE.  |
| 115¾ | Small stream crossed. <b>Lukovac</b> village on its NE. bank, SE. of road. Road ascends slope on E. side of valley.  |
| 117¾ | <b>Pepeljovac</b> village. Road bends from NNE. to NE. and crosses the <b>Begovo</b> plateau overlooking <b>Kruševac</b> .   |
| 120¾ | Road joins <b>KRALJEVO-KRUŠEVAC</b> road (Div. IV, Route 27 A, at km. 54½) at the foot of the <b>Begovo</b> plateau. The route follows this highway eastwards into <b>Kruševac</b> . |
| 122½ | Outskirts of <b>Kruševac</b> town.   |
| 123½ | <b>KRUŠEVAC</b> .  |

## ROUTE 13

NOVI BAZAR—KRALJEVO, 95 km.

The route is reported passable for wheeled traffic throughout its length; but the section between **Novi Bazar** and **Raška** appears to have been no better than a rough and difficult cart-track up to the outbreak of the present war.

km.

0

### NOVI BAZAR.

From **Novi Bazar** to **Raška** route descends l. bank of the **Raška** stream, running about NNE. The valley is narrow, with steep sides, the hills on the l. bank being for the

km.

most part thinly wooded. There is some cultivation. An inferior track runs along the r. bank of the stream.

- 3 Mouth of valley of the **Deževa**, an affluent of the Raška, flowing in from the NW. **Pnuce** village lies on N. side of mouth of valley.

On E. side of the Raška a valley opening from WSW. with rough tracks leading to the **Kopaonik** range.

- 5½ **Vražogrnici**.

- 6½ Mouth of valley opening from the NW. 1 km. distant on opposite side of the Raška is **Glušci** village.

- 9¼ **Pilaret** village at mouth of a small valley entering from WNW.

- 10½ **Požezina** village on steep height to W. of road.

- 10¾ Mouth of the **Tušimlja** valley opening from NW. Between this point and Raška the route crosses the mouths of several small valleys bringing affluents to the Raška stream.

- 14 **Milatković** village on hill W. of stream.

- 20½ **Raška**, at confluence of the Raška and the Ibar streams. The Ibar flows along its E. side, while to S. it is bounded by the **Trnavska**, a tributary of the Raška. Raška was a military post and quarantine station on the old Serbo-Turkish frontier before the Serbian annexation of Novi Bazar.

Routes from Raška :—

(i) To **Mitrovica** (62 km.): leading up the **Ibar** valley. This route appears on the latest available maps as a track, passable for pack-animals only, but a recent report suggests that it has been rendered suitable for motor traffic since the outbreak of the present war.

(ii) To **Kuršumlje**. (See Div. IV, Route 6, under km. 59½.)

(iii) To **Brus**. (See Div. IV, Route 6, under km. 59½.)

From Raška to Kraljevo a road fit for heavy motor traffic leads along W. side of the **Ibar** valley in a general N. direction. On both sides of the valley are steep and rocky hills rising to heights of 500–1,000 metres above sea-level. N. of Raška there are a fair number of villages in the neighbourhood of the Ibar.

An inferior track runs along r. bank of the Ibar as far as the mouth of the **Jošanica**.

23

Between this point and the **Brvenica** stream (see km. 29½)

km.

the road has to cross 10 or 11 small brooks running into the Ibar.

28 **Pavlica** village and church on r. bank of the Ibar.

For track from Pavlica to **Banja Josanička** see Div. IV, Route 12, km. 47½.

29½ Mouth of valley of the **Brvenica**, a principal tributary of the Ibar, flowing from W. The Kraljevo road crosses the Brvenica by a stone bridge. **Brvenik** village lies a little way up the stream on its r. bank, and a cart track runs up the valley for about 14 km., connecting the villages that lie on or near the Brvenica. Numerous mills.

35 **Baljevac** village on W. side of road.

37½ Mouth of the **Jošanica** valley on the r. bank. Route up this valley to **Kuršumlje** and **Kruševac** via **Brus** or **Aleksandrovac**. (See Div. IV, Route 12.)

39½ Road turns sharply WSW., and leaves river. It ascends E. end of a ridge (650–870 metres) running in a WSW. direction, and winds along its N. slopes.

43½ Road passes by head of ravine running NE. General direction of road here changes again to N.

44½ Southern **Progorelica**, small village to W. of road. Road from this point runs along upper slopes of E. side of the Raduša valley.

48 Road turns W. towards the Raduša stream. Height to N., 645 metres.

48½ Road approaches r. bank of **Raduša**, which it follows in a N. direction.

51½ Road rejoins the **Ibar** at the mouth of the **Studenica** valley, crossing Studenica stream by a bridge near its confluence with the Ibar. Alt. 356 metres. **Usće** on N. side of the Studenica valley near its mouth. A road along l. bank of the Studenica runs to the great **Studenica** Monastery (9 km.).

Beyond the mouth of the Studenica the **Ibar** valley narrows. Road winds along l. bank of stream among sparsely inhabited, wooded hills, scored by ravines, and rising to 700–1,450 metres above sea-level (400–1,150 metres above the bottom of the valley). Road descends about 130 metres between the Studenica and the northern village of **Progorelica** at 83 km.

59½ **Polumir** village about 1 km. W. of road.

61 **Pačarša**. Small village on road.

km.

63½

Road bends WNW., and general direction of road and valley change from N. to NNW. On NE. side of valley below this point are the **Stolovi** hills (rising to 1,443 metres), the crest of which is about 5 km. from the river.

67½

**Dubočica** stream flows into the Ibar on the l. bank. At its mouth it is flowing from the WSW., but it bends sharply at about ¾ km. from its confluence with the Ibar, and the general direction of its course is from the NW. Alt. 275 metres at the confluence.

72½

**Maglič** castle, partly ruined, on a hill above r. bank. **Maglič** village on l. bank W. of road.

75½

Kraljevo lies between NE. and NNE. of this point; road bears NNE.

79½

**Bogutovac** village W. of road. River here turns to the SE. round a spur. The road strikes N. across a depression in the ridge and cuts off the river bend.

83

Road rejoins river. **Progorelica** (northern) village to W. Valley of the Ibar broadens to about 1½ km. Cultivation from this point to Kraljevo.

85

Road from **Ivanjica** (43½ km. distant) joins the route (see Div. IV, Route 28).

From the junction with the Ivanjica road, the Kraljevo road turns E. by N., while the Ibar turns ESE. for about 3 km., and then bends N.

87

**Konarevo** village. Below this village the Ibar valley is 2½–3 km. wide. The Ibar stream is about ½ km. to S., and 1½ km. to the E., from Konarevo. **Žiča** monastery on height about 3 km. E. of **Konarevo** on farther side of Ibar. A carriage road leads from it to Kraljevo (about 3 km. NE. of monastery). Road turns NE.

90

Small tributary of the Ibar is crossed.

90½

Road touches l. bank of Ibar.

94

### **KRALJEVO.**

Pop. 3,600. Situated on the l. bank of the **Ibar** near its confluence with the W. Morava, and on the W. Morava valley railway. It commands the principal route to the Sanjak of Novi Bazar, which runs up the valley of the Ibar, while the valley of the Gruža, which runs up to the N. about 10 km. E. of Kraljevo, affords a route to Kragujevac.

Near Kraljevo, 5 km. up the Ibar valley, is the famous monastery of **Žiča**, where the Serbian kings were crowned.

## ROUTE 14

KRALJEVO—KRAGUJEVAC, 51 km.

This road, though a highway, is reported to be in a bad condition by an authority who travelled over it in the summer of 1915. It was, however, at that season passable for motors.

km.

- 0 **KRALJEVO.** Route leaves Kraljevo by the northern KRALJEVO—KRUSHEVAC road (Div. IV, Route 27 B), crossing the **W. Morava** at 4 km., and at 8½ km., turns in a N. direction up the W. side of the **Gruža** valley.
- 10½ Route leaves the Kruševac road and continues up the valley. There are villages and plum orchards in the valley, and numerous streams flowing into the Gruža are crossed. (The Kruševac road turns E., crosses the Gruža, and returns to the Morava valley.)
- 27½ Road crosses the **Gruža**, which at this point makes a detour from W. to E. Road continues in a N. direction up the E. side of the valley.
- 30½ 1 km. W. of this point the Gruža alters its course from W.-E. to N.-S. Road proceeds N. up the valley of the **Brnjička**, a tributary of the Gruža.
- 33½ The road turns NNE., drawing away from the valley and ascending gradually.
- 36½ Alt. 288 metres. Here route is joined from the WSW. by a cross-road from **Bečanj** on the northern ČAČAK—KRALJEVO route (see Div. IV, Routes 30, and 26 (B) at km. 17).  
The road continues NNE., ascending more sharply in order to cross ridge which forms watershed between the Gruža and Lepenica valleys.
- 37½ **Vučkovica** village W. of road.
- 38 Road crosses crest of ridge. Summit of **Majdan** hill (399 metres) about ½ km. N. of the road. Road descends to the **Lepenica**.
- 39 Road reaches bottom of the **Lepenica** valley and descends it, following l. bank of stream.
- 44 Road from this point runs NE.
- 47½ A track branches S. leading across hills to the northern KRALJEVO—KRUSHEVAC route (Div. IV, 27 B, at km. 13½). At first it follows the valley of the **Grošnička** for 7 km., then crosses a tangle of mountains rising to 674 metres at 13 km.,

km.

at 21 km. it descends into the valley of **Čukojevačka** and reaches the **KRALJEVO-KRUŠEVAC** road at the village of **Čukojevac** (36 km.).

The Kragujevac road continues NE. down the **Lepenica** valley.

51

**KRAGUJEVAC.**

## ROUTE 15

KRAGUJEVAC—PALANKA, 48 km.

This road is reported fit for all traffic.

km.

0

**KRAGUJEVAC.** Road leaves Kragujevac (alt. 195 metres) in a general N. direction crossing hills N. of the town.

3½

Cross **Petrovačka**, a tributary of the **Lepenica**. Road then ascends the N. slopes of the valley obliquely in a NW. direction.

8

Alt. 301 metres.

10½

**Cerovac** village. A road branches here NW., leading to **Topola** and **Arangjelovac** (see Div. IV, Route 18).

The Palanka road turns NE. and descends somewhat to the head of the valley of the **Krčmara**, a tributary of the **Rača**.

12½

Alt. 268 metres. Road follows the ridge along E. side of valley of the **Krčmara**.

16½

**Vojinovac.**

19½

**Veliki** and **Mali Krčmari** villages, respectively W. and E. of road.

21

Road skirts the upper part of a hill (397 metres) and then proceeds NE. down the crest of a ridge between two streams, affluents of the **Rača**.

29

Road crosses the **Rača** and enters **Rača** village. Alt. 124 metres.

From here a road leads E. along N. side of valley of the **Rača** to **Markovac** (9 km.), which is on the **KRUŠEVAC-SMEDEREVO** Route (see Div. IV, Route 9, at km. 89).

30½

Road to Palanka turns NW. through the village of **Rača**. A road to **Natalinci** and **Topola** here branches WNW.

P

km.

following slopes on N. side of the Rača valley. At 8 km. the **Rača** valley turns sharply S., and road ascends hills on W. side of the valley, and after a detour to the S. crosses the watershed (alt. 260 metres) at 13 km. Then turning N. it descends into valley of the **Jasenica** which it crosses at 17½ km. It then turns W. up valley and passes **Natalinci** at 20 km., where it is joined by a route from **Palanka** to **Arangjelovac** (see Div. IV, Route 37, at km. 96½). At **Žabare** village (26 km.) it ascends hills N. and W. of the valley, and at 30½ km. reaches **Topola**, whence roads lead to **Čačak**, **Arangjelovac**, **Belgrade**, and **Kragujevac**.

The **Palanka** road here turns N. up a ridge between two tributaries of the **Rača**.

37½ Alt. 300 metres. From this point road begins to descend towards the valley of the **Jasenica**.

40 **Baničina** (Stojačak) village W. of road.

43 Road reaches the **Jasenica** valley. Branch road to **Velika Plana** (5 km.) leads E. and at 7 km. joins the **KRUŠEVAČ-SMEDEREVO** Route (see Div. IV, Route 9, at km. 100½).

The **Palanka** road turns NW.

46 Cross the **Jasenica**.

46½ Cross the **Valjevo-Belgrade** railway.

47 Road turns NW. along railway to—

48 **PALANKA**. Alt. 99 metres.

Pop. 3,700 ; 740 houses. Situated at the confluence of the **Kubršnica** and **Jasenica**; on the **Belgrade-Nish** railway. It is a centre of the cattle trade. There are mineral springs and baths.

## ROUTE 16

**PALANKA—SMEDEREVO, 36½ km.**

This road is reported in fair condition; probably not suitable for heavy motor traffic.

km.

0 **PALANKA**. Alt. 99 metres. Route leaves **Palanka** in a N. direction, across low hills.

1 Alt. 134 metres.

6 A track branches WNW. to the large village of **Azanja** (5 km.).

km.

8½

A track leads WSW. to **Azanja** village (5 km.). Another track leads E. to **Golobok** village (5 km.), whence there are rough ways to the **KRUŠEVAC-SMEDEREVO** road (Div. IV, Route 9) between **Velika Plana** (km. 99½) and **Osipaonica** (km. 124½).

The route from this point is following the E. side of the shallow valley of the **Ria**, which flows into the **Konjska** about 8 km. N.

13½

**Dobrodo** village E. of road.

16½

Road crosses the **Konjska** stream (a tributary of the **Jezava**) immediately below its confluence with the **Ria** : it is here flowing about ENE. Road embanked for about 1 km.

17½

Alt. 100 metres. Road ascends easy slopes N. of the **Konjska** valley.

20½

**Mijailovac** : large village. Alt. 133 metres. Track from **Mijailovac** to **Osipaonica** (5½ km.) on the **KRUŠEVAC-SMEDEREVO** road.

The **Smederevo** road leads N. from **Mijailovac** towards the valley of the **Ralja**.

24

Track leads E. and NNE. for 2½ km. to **KRUŠEVAC-SMEDEREVO** route at **Mala Krsna**, whence a route leads across the **Morava** to **Požarevac**. See Div. IV, Route 9, at km. 131.

26

The route crosses the **Ralja**, a tributary of the **Jezava**.

26½

Lower **Ralja** village. Track leads W. up the **Ralja** valley past **Kolari** village (6 km.) to **Ralja** (34 km. distant) on the **ARANGJELOVAC-BELGRADE** road (see Div. IV, Route 22, at km. 44).

29

Route joins the **KRUŠEVAC-SMEDEREVO** road (Div. IV, Route 9), which is followed to—

36½

**SMEDEREVO**.

## ROUTE 17

**KRAGUJEVAC—LAPOVO**, 25 km.

This road is reported fit for heavy motor traffic throughout.

km.

0

**KRAGUJEVAC**.

Road leaves **Kragujevac** in a general NE. direction following SE. edge of valley of the **Lepenica**.



|     |  |
|-----|--|
| km. |  |
| 1½  | Road crosses railway, which from this point closely follows NW. side of road.  |
| 4   | Railway leaves road and crosses valley obliquely to the other side of the river.   |
| 7   | <b>Korman.</b> From this point river approaches close to road with railway on its l. bank.   |
| 9   | Road now begins to ascend foothills E. of the valley.  |
| 14  | <b>Nikšić.</b> Road leaves <b>Lepenica</b> valley, which here with the railway makes a detour W. round the <b>Supljaja</b> hill; road crosses the shoulder E. of the hill. |
| 14½ | Alt. 258 metres immediately W. of road.  |
| 18  | Road rejoins the <b>Lepenica</b> and the railway.  |
| 19  | Road turns sharply in a general E. direction and keeps along slopes of hills above river.  |
| 20  | <b>Gornja Batočina</b> village.  |
| 23  | Road crosses the <b>Lepenica</b> . <b>Batočina</b> village.  |
| 24  | Road crosses railway.  |
| 25  | Road joins route <b>KRUŠEVAC-SMEDEREVO</b> (see Div. IV, Route 9, at km. 79½).   |
|     | <b>Lapovo</b> railway station immediately N. of the junction of the roads.   |

## ROUTE 18

### KRAGUJEVAC—ARANGJELOVAC

#### (A) VIA TOPOLA, 52½ km.

This road is reported to be fit for heavy motor traffic as far as Topola (39½ km.). Between that place and Arangjelovac, however, information is lacking. The branch road from Topola to the **ARANGJELOVAC-BELGRADE** route is reported to be fit for heavy motors.

|     |  |
|-----|--|
| km. |  |
| 0   | <b>KRAGUJEVAC.</b> From Kragujevac this route follows the <b>KRAGUJEVAC-PALANKA</b> route (see Div. IV, Route 15) as far as <b>Cerovac</b> .         |
| 10½ | <b>Cerovac</b> village. From this point the road has a general NW. direction and ascends considerably for some time, skirting the upper Rača valley. |
| 14½ | Alt. 273 metres.   |
| 17½ | Alt. 357 metres.   |

km.

22 Road bends here NNW., and just beyond this point reaches its highest alt., 454 metres.

26 A hill skirted by the road is 432 metres high. Road has now reached valley of the **Jasenica** and runs along the upper slopes of E. side of valley.

28½ Alt. 332 metres.

32 Road now begins to zigzag down into valley.

34 Road crosses **Jasenica**. **Božurnja** village (alt. 178 metres). Road ascends W. side of valley in zigzags.

36 Alt. 286 metres.

A road branches in a general W. direction, and joins the ČAČAK-ARANGJELOVAC route (4½ km.) at the summit of the plateau of **Prokop** (see Div. IV, Route 21, at km. 53½). This cross-road forms an alternative route into ARANGJELOVAC (17 km.).

The present route turns N. along the slopes of the eastern side of the **Kamenica** valley, which here runs in a N. direction.

39½ **Topola**, 263 metres. Pop. 3,000. Tomb of Karageorge, the leader of the Serbian revolt against the Turks at the beginning of the nineteenth century.

For route from **TOPOLA** to **VELIKA PLANA** see Div. IV, Route 37, km. 86½-125.

Another road from **Topola** leads in a general N. direction, bifurcating towards N. end of **Topola**. One branch leads N. down the valley of the **Kamenica** and **Kubršnica**; the other ascends hills NE. of the town in an ENE. direction, turns N. at 3 km., and descends the hills overlooking the **Kubršnica**, crosses that stream at 8 km., and rejoins the first branch at 9 km. The distance from **Topola** to the point of junction by the lower road is 8 km. From this point the road runs in a NNW. direction across the plain of the **Lug**, crosses the **Misača** (15½ km.), and joins the ARANGJELOVAC-BELGRADE route at 17 km. (see Div. IV, Route 22, at km. 17).

From **Topola** the Arangjelovac road runs in a general NW. direction. It leads by zigzags down from the town to the **Kamenica**.

40½ Road crosses the **Kamenica**, which here flows from S. to N. and zigzags up the W. side of its valley.

- km.  
 43½ Alt. 325 metres, immediately S. of road.  
 46 Alt. 226 metres.  
 47 Road joins the ČAČAK-ARANGJELOVAC route (see Div. IV, Route 21, at km. 62).  
 52½ **ARANGJELOVAC**, 244 metres.  
 Pop. 2,500. Situated at the foot of the NE. slopes of the Bukulja mountain (720 metres) which is covered with beech woods. The town lies on the narrow-gauge railway from Mladenovac to Valjevo. The place is also an important route centre, on which converge roads from Belgrade, Velika Plana, Kragujevac, Čačak, and Valjevo. Adjoining Arangjelovac is the summer resort and thermal establishment of Kisela Voda ('Bitter Water').

(B) VIA UGLJAREVAC, 56 km.

- This route, which is probably inferior to route (A) above, leaves Kragujevac along the GORNJI MILANOVAC-KRAGUJEVAC road (see Div. IV, Route 31, km. 41½-27 km.).
- 0 **KRAGUJEVAC**.  
 14½ Alt. 416 metres. The route takes the road which branches NW. from the Gornji Milanovac road in the neighbourhood of **Kutlovo** village.  
 Road crosses undulating country.  
 25½ **Ugljarevac** village. Road enters a defile called the **Klisurica**, through which it descends to the valley of the **Srebrnica**.  
 29½ Road enters valley of the **Srebrnica**, and crosses the stream, the l. bank of which it follows in a NE. direction for about ½ km.  
 30 Road turns N. and crosses spur between the **Srebrnica** and the **Jasenica**.  
 31 Road turns W., and follows S. side of valley of the **Jasenica**.  
 32 Road turns NW. and continues to ascend the **Jasenica**.  
 35 **Blaznava**. Road crosses to NE. side of valley.  
 38 **Gornja Satornja**, 304 metres. Here route joins the ČAČAK-ARANGJELOVAC road (see Div. IV, Route 21, at km. 49½), which it follows to—  
 56 **ARANGJELOVAC**.

## ROUTE 19

SJENICA—IVANJICA, 57 km.

A horse-track.]

- km. |
- 0 | **SJENICA.** Alt. 1,069 metres.  
Between Sjenica and **Javor** (see km. 23) route ascends about 400 metres to the pass over the **Javor** Mts.  
From Sjenica a track leads N. along a ravine to **Banica** village on the r. (N.) bank of the Vapa.
- 3 | **Banica** village : route crosses **Vapa** stream.  
Thence road follows Vapa valley continuing N.
- 5 | Junction of **Vapa** and a stream flowing from direction of **Lješnica** village (N. by E.).  
Track follows valley of the **Ljesnica** stream, along its E. side.
- 7½ | **Lješnica** village.
- 8½ | Valley divides into two branches, running NNW. and NNE. respectively. Route takes that to NNW.
- 10 | Head of valley. Route crosses shoulder of mountain in a northerly direction and descends into the **Kukavica** valley, which runs NNE. and SSW.
- 12 | **Kukavica** village. Route follows the **Kukavica** valley in a NNE. direction.
- 14 | Head of **Kukavica** valley. **Papići** village, 1 km. NW. of road. Route crosses hills in a northerly direction and then descends into the valley of the **Kladnica**. Steep slope immediately above **Kladnica** village.
- 17 | **Kladnica** village, on the **Kladnica** stream.  
Beyond **Kladnica** the course taken by the route becomes doubtful. A track apparently leads up W. side of a valley running N. from E. end of **Kladnica** village ; but there seems to be another way along the ridge W. of the above-mentioned valley.
- 23 | **Javor** village at head of valley. Summit of the pass over the **Javor** range, 1,465 metres. Here begins the basin of the western **Morava**. The route runs along E. side of a wooded ravine in a northerly direction.
- 26 | Road leaves ravine (which turns NW.), and strikes N. across a ridge.
- 28 | Alt. 1,404 metres W. of road. Descent begins.  
Road turns in a direction between NE. and ENE.

|     |  |
|-----|--|
| km. |  |
| 33½ | Route turns N.   |
| 39  | Alt. 1,056 metres. Road turns NNW. and ascends.  |
| 40½ | Alt. 1,139 metres. Road takes a general NE. direction with many windings, and continues to ascend. |
| 45½ | Alt. 1,221 metres. Descent to Ivanjica begins.   |
| 47  | Alt. 1,128 metres.   |
| 48  | Alt. 1,024 metres.   |
| 57  | <b>IVANJICA</b> , 468 metres.  |

A small town situated in the valley of the Moravica (upper Morava) among wooded hills. Damp climate. Its importance lies in its position at the junction of three fairly good roads leading to Požega, Čačak, and Kraljevo in the W. Morava valley.

## ROUTE 20

### IVANJICA—ČAČAK, 47 km.

As far as the **Bjelica** river (km. 25½) this route is reported to be a horse-track only, but from that point onward to be fit for bullock-carts.

|     |  |
|-----|--|
| km. |  |
| 0   | <b>IVANJICA</b> . Track leaves Ivanjica in a N. direction along r. bank of the <b>Moravica</b> .   |
| 1½  | Track turns to the E. up the valley of a small tributary of the Moravica, following r. bank of stream.   |
| 2½  | Track bears NE. and then NNE., continuing to ascend valley.  |
| 4½  | Alt. 728 metres.   |
| 8   | <b>Vijenac</b> pass, 896 metres. Track to <b>Kraljevo</b> (see Div. IV, Route 28) branches off E. Track to Čačak turns N. and descends by zigzags into valley of the <b>Kotraška</b> . |
| 12  | Track reaches <b>Kotraška</b> stream. Alt. 500 metres. Thence it follows l. bank of this stream. Hills on either side 700 to 900 metres above sea-level.                               |
| 13  | Track and valley bend from N. to NW.   |
| 16½ | Track bends NNE.   |
| 18½ | Church and inn of <b>Kotraža Vučkovica</b> .   |
| 19½ | Track crosses the stream. Both track and stream turn N. and pass through a narrow ravine about 5 km. in length, enclosed by hills rising to 650 to 700 metres above sea-level          |

- km.  
24½ Mouth of the **Kotraška** valley, opening into the valley of the **Bjelica**, a tributary of the W. Morava, flowing NW. The road turning NNW. crosses the **Kotraška** immediately above its confluence with the **Bjelica**.
- 25½ Road turns NE., crosses the **Bjelica**, and ascends hills on NE. side of valley. A track continues along l. bank of the **Bjelica** as far as **Guča** village (3 km.) and **Turica** village (6 km.). (See km. 37½, below.)
- 28½ Road reaches summit of ascent (526 metres), and thence descends into the valley of the **Dragačica**.
- 30 Road crosses **Dragačica** and ascends hills N. of the stream in a NNE. direction.
- 34 Inn in the commune of **Goračici**. The road runs in a general N. by W. direction along the high E. slopes of the **Jelica** hills, which here rise to 880 metres above sea-level.
- 37½ Road turns NNE. and crosses the **Jelica** hills by a pass 775 metres above sea-level. A rough track runs from this point SSW. to the valley of the **Vranica** through **Rogača** village, and thence to the valley of the **Bjelica** at **Turica** (see km. 25½).
- Road descends from the pass.
- 39½ Road runs NNE. along the top of the ridge between the **Jezdina** and **Loznica** streams.
- 43½ Road descends into the **W. Morava** plain.
- 47 **ČAČAK**. Pop. 4,000.

## ROUTE 21

ČAČAK—ARANGJELOVAC, 67½ km.

This road is reported to be fit for heavy motor traffic as far as **Gornji Milanovac** (20 km.), and beyond that for ordinary wheeled traffic other than heavy motors.

km.

0

**ČAČAK**. Route crosses to N. bank of **Morava** at **Čačak** and follows **ČAČAK-KRALJEVO** road (see Div. IV, Route 26 B) in an easterly direction to—

4

**Konjeviće**. Route to **Arangjelovac** turns up valley of the **Čemernica** in a direction between N. by E. and NNE.

km.

6

From this point the **Čemernica** valley turns WNW., the valley which here opens from the N. being that of the **Dičina**, a l.-bank tributary of the Čemernica. Road ascends E. side of the **Dičina** valley.

10

Road runs along hill-slopes above the **Dičina**.

12

Confluence of the **Dičina** and **Despotovica** in the valley W. of the road. The Despotovica valley ascends in a general NNE. direction, followed by road.

13

Road enters gorge of the Despotovica known as the **Brgjanska Klisura**. Alt. of road 260 metres. The gorge runs up about N. by E. for 3 km., then bends sharply to ENE.

17½

Upper end of gorge : road and valley turn NNE.

20

**Gornji Milanovac**. Pop. 2,500. A mining centre (lead, zinc, and copper).

There is an alternative route to **Gornji Milanovac** from the northern road between **Čačak** and **Kraljevo** (Div. IV, Route 26 B) in the W. Morava valley. It is possible to leave that road either at **Stančići** (km. 10) or **Dolnja Gorijevnica** (km. 12). From either of these villages **Mojsinje** is reached (about 2 km.), and thence the track proceeds in a N. by E. direction along the ridge E. of the **Banja** stream. It ascends the S. spur of the **Vujan** mountain (880 metres), the eastern shoulder of which it then skirts, whence it descends into the **Despotovica** valley and reaches **Gornji Milanovac** at 18 km. from the Morava valley.

(For Routes from Gornji Milanovac see Div. IV, Routes 31, 32.)

N. of Gornji Milanovac the Arangjelovac road continues to ascend the **Despotovica** valley.

23

Road to Kragujevac (Div. IV, Route 31) branches off on the E.

25

Valley contracts : road continues to ascend it.

31

Road begins to ascend, at the head of the valley, in serpentines, towards the—

33½

**Rudnik** Pass, 626 metres. Road descends towards valley of the **Jasenica**.

35½

**Rudnik** village. Pop. 1,000. A mining centre (lead, zinc, and copper).

A track branches NW. across the hills. At 3 km. it

km.

bifurcates : (A) one branch leads NNE. and affords a short cut to **Arangjelovac** (26 km.), while the other (B) proceeds NNW., and at 10½ km. from Rudnik branches into (a) another track to **Arangjelovac** (30½ km.), and (b) an arm leading NNW., which at **Kalanjevci** village (about 17½ km. from Rudnik) again divides into (i) a track going NNE. to a point (32½ km.) on the road (Div. IV, Route 37, at km. 64½) and railway between Lazarevac and Arangjelovac, and (ii) a track leading NW. to **Lazarevac** (41½ km.).

From **Rudnik** the Arangjelovac road leads down valley of the **Jasenica**.

37½ Alt. 450 metres.

41½ Alt. 393 metres. Road and valley turn ENE. Villages along valley.

47½ Alt. 284 metres.

49½ **Gornja Satornja** (304 metres).

The Arangjelovac road leaves valley of the **Jasenica** and turning in a general NNE. direction ascends the plateau of **Prokop**.

The **Jasenica** turns SE. and is followed by a road leading to **Kragujevac** (see Div. IV, Routes 18 B, at km. 38, and 31, at km. 27).

53½ Summit of **Prokop** Plateau, 408 metres. At this point a road branches E. to **KRAGAJEVAC-ARANGJELOVAC** Route (Div. IV, 18 A, at km. 36).

The Arangjelovac route turns NNW., and descends from plateau.

57½ Alt. 289 metres. Road again ascends skirting the eastern shoulder of the **Venčac** mountain.

58½ Alt. 351 metres.

62 Road joins the **KRAGUJEVAC-ARANGJELOVAC** road (A) (Div. IV, Route 18, at km. 47).

67½ **ARANGJELOVAC**, 200 metres.



## ROUTE 22

## ARANGJELOVAC—BELGRADE, 78 km.

This road is reported to be fit for heavy motor traffic throughout.  
km.

0

**ARANGJELOVAC.**

The road on leaving Arangjelovac makes a detour SE. round the slopes of the Preseka hill and across the head of the Kubršnica valley. At  $3\frac{1}{2}$  km. it turns N. Alternative route from Arangjelovac to **Ralja** village (see under km. 44 below) leads by a track branching from the VALJEVO—ARANGJELOVAC route (Div. IV, Route 37, at km. 71) at  $2\frac{1}{2}$  km. W. of Arangjelovac. It reaches an altitude of 358 metres ( $17\frac{1}{2}$  km.), skirts the W. side of the **Lupoglav** and **Kosmaj** hills, and passes by **Veliki Sopot** village (27 km.), reaching **Ralja** at 33 km.

5 Main road crosses Valjevo—Belgrade railway.

6 Road turns WNW.

$7\frac{1}{2}$  Road turns ENE.

$9\frac{1}{2}$  Alt. 300 metres. Road is now descending southern slopes of valley of the **Misača**.

$11\frac{1}{2}$  Alt. 213 metres. Road turns NE. and descends towards the stream.

14 Road crosses the **Misača**. Railway here roughly parallel to the road at 1 km. E. Alt. 156 metres. Marshy valley.

15 **Markovac**. The road runs along slopes of hills N. of the **Misača**.

17 Alt. 147 metres. Road from **Topola** enters from S. (See Div. IV, Route 18 (A), at km.  $39\frac{1}{2}$ .)

18 Road crosses the **Milatovica**, which here flows from W. to E.

$18\frac{1}{2}$  A track branches off NE. to **Megjulužje** (2 km.); at 3 km. it crosses railway; at  $3\frac{1}{2}$  km. crosses the **Lug** and ascends low hills NE. of that river in a north-easterly direction. Just beyond river it crosses main line of railway to Nish. At  $6\frac{1}{2}$  km., alt. 228 metres;  $7\frac{1}{2}$  km., **Kovačevac** village; 14 km., alt. 280 metres; 24 km., **Drugovac** village;  $26\frac{1}{2}$  km., alt. 198 metres;  $30\frac{1}{2}$  km., **Kolari** village;  $42\frac{1}{2}$  km., **Smederevo**.

km.

Road to Belgrade continues in a N. by E. direction towards the **Lug**.

21½ Alt. 177 metres.

23 Road crosses **Lug**. Marshy valley.

23½ Road crosses Belgrade-Nish railway. Here the narrow-gauge line from **Valjevo** and the **Kolubara** valley joins the Belgrade-Nish line.

24 **Veliki Mladenovac** village. From this point the road turns in a NNW. direction and closely follows l. bank of the **Lug**, with the railway between it and the river.

32 Road begins to ascend obliquely the slopes on E. side of valley of the **Lug**.

35 **Gjurinac** village. Road branches W. across railway and the **Lug** to **Veliki Sopot** village (4½ km.).

40 **Popović** village: road turns W.

42 Alt. 286 metres.

44 **Ralja** village. Railway close to SW. of village.

A track from **Arangjelovac** (33 km.) *via* **Veliki Sopot** enters here. Another track leads E. down valley of the **Ralja** *via* **Kolari** village (28 km.) to lower **Ralja** village (34 km.) on the **PALANKA-SMEDEREVO** Route (Div. IV, Route 16, at km. 26½).

Road to Belgrade proceeds in a general northerly direction, on the slopes E. of the **Topčiderska** valley.

45 Alt. 185 metres.

48½ Alt. 316 metres.

51½ Alt. 260 metres. Railway is here running parallel to road about 1½ km. from it, to l. in the valley bottom. **Ripanj** village on the far side of the railway. The road enters more broken country.

53 Alt. 291 metres.

55½ Alt. 312 metres.

58 Road reaches southern side of the **Avala** hill, alt. 565 metres, and winds round its western slope.

64 Alt. 222 metres.

68 Road here reaches more open country and descends a ridge in a NNW. direction.

78 **BELGRADE.**

Pop. before the war estimated at about 100,000, including 10,000 non-Serbians. Capital of Serbia. The city lies on

km.

the promontory formed by the confluence of the **Save** and **Danube**. NW. of the town, at the apex of the promontory, on a cliff rising 200 feet above the rivers, stands the old fortress, now used as barracks and as a prison. S. of the citadel are the Kalemegdan Gardens, overlooking the Save. S. and SE. of the Gardens and citadel stands the city itself, the modern town lying mainly towards the W. edge of the promontory, where the ground rises steeply from the Save, while the old Turkish quarter lies on the gentle slope towards the Danube, and is overlooked by the E. and SE. front of the citadel. The railway station lies nearly 2 km. S. of the citadel, on the W. side of the town, about  $\frac{1}{2}$  km. from the Save. The railway bridge carrying the Budapest-Constantinople line crosses the Save about  $1\frac{1}{2}$  km. SSW. of the station, above the landing-place for steamers. It was destroyed in the earlier part of the present war. (For further details with regard to Belgrade railway station, and the light railway running along the Danube and Save banks, see section on *Railways*.) About 2 km. S. of the station is the Topčider Park on high ground overlooking the town and the Save. The SE. and E. sides of the city are also surrounded by hill-slopes (the **Veliki Vračar** hill 5 km. SE. of the citadel rises to 249 metres).

The important city of **Semlin** lies to the NW. of Belgrade in Hungarian territory on the r. bank of the Danube above the mouth of the Save. It is about half an hour's distance by steamer.

Belgrade has been much modernized during the last twenty years, and has an extensive electric tramway system, electric light, telephone, &c. There are some large new public buildings, including the Royal Palace, the Skupština (Parliament) buildings, the Government offices and barracks (E. of the Railway Station), the National Museum, &c. The principal industries are brewing (large brewery at SE. corner of the town), iron-foundry, and the manufacture of cloth, boots, matches, tobacco, cigarettes, pottery, and preserved meat. Before the war there was a considerable foreign business community, consisting mainly of Austro-Hungarians and Germans.

At the beginning of the present war there were no modern fortifications at Belgrade beyond permanent entrench-

km.

ments along the river-level and on the edge of the plateau on which the town and citadel stand.

The military and commercial importance of Belgrade is due to its position at the confluence of the Danube and Save and not far from the mouth of the Morava valley, the lower part of which contains the one good military and commercial route leading from the Danube in the direction of Constantinople and the Aegean.

## ROUTE 23

BELGRADE—SMEDEREVO, 48½ km.

This road is reported suitable for heavy motor traffic throughout. Besides the route described below, a road which at 5 km. becomes a rough track runs along the Danube bank to **Vinča** (see km. 15½ below).

km.

0

**BELGRADE.**

Road leaves Belgrade in a SE. direction and crosses the hills.

9

Alt. 279 metres. Crest of the **Ekmekluk** hills.

15½

Road crosses the **Bolečica** stream. Here a track leads down l. bank of the stream to **Vinča** (2½ km.) on the Danube. Another cross-track leads SW. for 9 km. to the **ARANGJELOVAC-BELGRADE** road (Div. IV, Route 22).

The Smederevo road ascends valley of the **Bolečica** in a SE. direction.

17

**Bolečka Mehana**, on the road. **Boleč** village 1 km. to the SW.

20

Road ascends the **Mostine** hills.

23

Crest of **Mostine** hills, 300 metres. Road descends towards **Grocka** and the **Danube**.

24¾

Road winds sharply in its descent.

29

**Grocka.**

30

Road reaches the river at the end of **Grocka** village and thence runs along r. bank of the **Danube** to **Smederevo**.

33

Road turns S. and ascends slopes of the **Brestovik** ridge.

34½

**Brestovik** village to S. Road turns E. and runs along S. side of the **Brestovik** ridge.

39½

Road again reaches river bank.

48½

**SMEDEREVO.**

## ROUTE 24

## UŽICE—POŽEGA

According to the maps there are two routes, both reported to be good in the summer of 1915. They are described below as (A) and (B).

| km. | ROUTE (A), 17 km.  |
|-----|--|
| 0   | <p><b>UŽICE.</b><br/>           Pop. 6,000. Situated on the l. bank of the Djetinja and the W. terminus of the W. Morava railway. There are two stone bridges constructed in the fourteenth century across the river. It remained a fortress until 1867, when it was evacuated by the Turks. Only the ruins of a castle on a high cliff above the river now remain. Užice is of strategical importance as the nearest point to the Bosnian frontier at which a force could be assembled opposite the Austrian railhead at Vardište.</p> <p>The route has a general E. direction. It ascends the hills E. of the town, leaving the town in a NE. direction.</p> |
| 1   | <p>A road (Div. IV, Route 35) leading NNE. to <b>Karan</b> branches off. <b>Karan</b> is on the POŽEGA-VALJEVO road (see Div. IV, Route 36, at km. 16).</p>  |
| 6   | <p>A cross road branches off NNE. leading down to the <b>Duboko</b> stream, the valley of which it follows E. to the <b>Lužnica</b> valley, where it joins the POŽEGA-VALJEVO road, 4½ km. (see Div. IV, Route 36, at km. 9).</p>  |
| 7   | <p>Height to N. of road 653 metres. This appears to be the highest point of the road.</p>  |
| 10½ | <p>Road joins the POŽEGA-VALJEVO road (Div. IV, Route 36, at km. 7) in the valley of the <b>Lužnica</b>, and turns ESE.</p>  |
| 17  | <p><b>POŽEGA.</b> Route B, below, joins this road from SSW. just before entering <b>Požega</b>.</p>  |

## ROUTE (B), 20 km.

|   |   |
|---|---|
| 0 | <p><b>UŽICE.</b><br/>           The road follows railway (keeping N. of it) along N. side of valley of the <b>Djetinja</b>.</p> |
| 1 | <p>Track leading to <b>Nova Varoš</b> branches S. The present</p>   |

|     |  |
|-----|--|
| km. | road skirts the edge of a horseshoe-shaped plain N. of the river.  |
| 3½  | Valley narrows to a gorge. It here runs in a S. direction, but about ¼ km. farther on turns sharply E. and the road and railway run side by side. At the turn eastward the road crosses end of ridge overlooking river.  |
| 14½ | Road begins to ascend obliquely hills on N. side of valley.  |
| 15¼ | Road leaves railway, which continues along valley in a SE. direction. Road continues to ascend.  |
| 16  | Road begins to descend towards <b>Požega</b> .   |
| 19  | Road having joined Route A, above, enters—   |
| 20  | <b>POŽEGA.</b><br>Pop. 1,600. It is situated on the l. bank of the <b>Skrapež</b> , on the plain where the valleys of the Lužnica, Skrapež, Djetinja, and Moravica meet. It is on the W. Morava railway, which from here runs up the Djetinja valley to Užice. |

## ROUTE 25

## POŽEGA—ČAČAK, 35½ km.

An authority who travelled between Požega and Čačak in the summer of 1915 reports that of the two alternative routes marked A and B below, the northern (A) appeared to be in general use, but that it was much damaged by landslides and badly broken in some places, while many of the bridges had collapsed, so that it was quite impassable for heavy motor traffic. This authority had not heard of the southern route (B) which was driven over (in a horse-drawn carriage) by another traveller in 1902.

|     |   |
|-----|---|
| km. |   |
| 0   | <b>POŽEGA.</b><br>Road leaves E. end of <b>Požega</b> and follows N. edge of the plain of <b>Požega</b> , which is liable to flooding in spring. Railway accompanies road on its S. side.   |
| 3   | Road, railway, and stream turn NE. to N. Hills close in on N. side.   |
| 4   | Junction of the <b>Djetinja</b> and the <b>Skrapež</b> , and immediately below this the junction of the <b>Skrapež</b> and <b>Moravica</b> , which from this point becomes the <b>W. Morava</b> . The hills to the SE. approach the r. bank of the river. |

km.

4½

Road bifurcates—(A) one branch following l. bank of the river and the railway ; and (B) the other, avoiding the **Ovčarska Klisura** through which the W. Morava flows, strikes across the hills and rejoins Route A at E. end of the gorge (see below).

km. from  
Požega.

## ROUTE (A)

(For this route there is considerable discrepancy between the Austrian and Serbian Maps. The Map in the new Serbian series (1:75,000) has been followed.)

4½

Road crosses lower slopes of sharply rising hills on l. bank of river, which here pursues a most tortuous course.

Road and railway here loop round a promontory jutting S. for about ½ km., round which the river flows. Railway beyond the loop runs between road and river. From this point road, railway, and river run in the gorge called the **Ovčarska Klisura**, the heights on both sides rising to 600–1,000 metres. Many mountain streams, tributaries of the Morava, are crossed.

Mouth of a ravine opening into Morava valley from the N. The height on the E. side of the ravine is the **Kablar** mountain (902 metres). Along its W. slope a winding path leads to the **Kamenica** valley, down which a road leads to **Čačak**.

17½

Road crosses to r. bank of the Morava, which it follows closely. **Ovčar** mountain (998 metres) rises to S. The S. and SE. slopes of the **Kablar** Mt. rise very steeply above the l. bank of the river, along which the railway continues to run.

19½

The Morava during the next 5 km. of its course makes two considerable loops to N., and is followed by the road.

22¾

Opposite N. end of the second loop, railway leaves l. bank in a NE. direction and passes through a tunnel under a ridge into the **Kamenica** valley (1 km.): thence to **Čačak** along N. side of the Morava valley.

27½

Route B (see below) enters from SW.

28

Mouth of the **Ovčarska Klisura**. **Kamenica** river joins Morava from NW.

Road follows S. edge of valley.

31

River about 1 km. from road.

33½

Track to river (¾ km. distant), continued on opposite

km.

bank to the road ( $2\frac{1}{4}$  km.), and to the railway ( $2\frac{1}{2}$  km., Serbian Map).

33½ Road from **Arlje** enters from SW. (Div. IV, Route 29, at km. 27½).

35½ **ČAČAK.**

km. from  
Požega

## ROUTE (B)

4½ Road branches E. from Route (A), above.

5½ Road crosses the **Morava**, and runs along the SE. side of the valley to the point where the Morava is joined by the **Bjelica** river at the mouth of the **Ovčarska Klisura**.

8½ Road crosses Bjelica river and ascends its r. bank in a SE. direction.

11 Road turns away from Bjelica valley and crosses the hills, bearing at first E. and then generally ENE., with many windings.

18 Alt. about this point 629 metres. General direction of road changes to NNE. Gradual descent through wooded country.

18½ **Markovica** village in this neighbourhood.

25 Road joins Route (A), above.

33 **ČAČAK.**

## ROUTE 26

**ČAČAK—KRALJEVO, 35 km.**

From **Čačak** to **Kraljevo** there are two routes, one of which follows the northern, the other the southern side of the **W. Morava** valley. An authority reports that in the summer of 1915 the southern road (A, below) was the only good route between these two towns. It was then fit for motors.

The general direction of the Morava is now ESE., and the valley is for most of the way about 5–7 km. broad. But at about 23 km. on the northern route, and 22 km. on the southern, its width begins gradually to decrease. On the l. bank the hills approach the river till at 29½ km. the northern road crosses the Morava, only a track continuing to follow N. side of the stream; on r. bank the angle between the Morava and the **Ibar** is occupied by low spurs, between which and the hills to the N. the Morava flows in a valley, of which the bottom gradually narrows from 3 to  $\frac{1}{2}$  km.



## (A) SOUTHERN ROUTE

km.

- 0 **Čačak.** Road leaves Čačak in a southerly direction.
- 1 The road turns in a general SE. direction skirting the foot-hills on the S. side of the Morava valley. Villages at frequent intervals along the road. Numerous small streams flowing into the Morava are crossed. Distance from railway, which runs between road and river, is at first about 1 km. : it gradually increases to 4 km.
- 6 Cart track to river about  $3\frac{1}{2}$  km. distant. From l. bank of river it is continued to Route B (see under Route B at km. 8).
- 28 Road crosses **Vrdilska**, a tributary of the Morava, and then crosses the low spur here dividing the valleys of the Morava and the Ibar.
- 35 **KRALJEVO.**

## (B) NORTHERN ROUTE

- 0 **ČAČAK.** Cross **Morava** N. of town. The Kraljevo road turns E.
- 4 **Konjeviće.** Road to **Arangjelovac** or **Kragujevac** branches NNE. (Div. IV, Route 21).  
The route turns SSE., and runs along the foot of the easy lower slopes of the hills on the N. side of the valley. The **Morava** is about 2 km. distant: line of bluffs between road and river.
- 8 Cart-track leads to river, and is continued from r. bank across the railway to Route A ( $5\frac{1}{2}$  km. : Route A at km. 6).
- 10 **Stančići.** Track branches to N., joining road mentioned under km. 4 above at **Gornji Milanovac** (18 km.).  
The Morava about 1 km. to S.
- 12 **Dolnja Gorijevnica.** Track branches to NNW., joining the track mentioned under km. 10 above at **Mojsinje** ( $2\frac{1}{2}$  km.).
- 15½ **Mrčajevci.** Track to river, here about 3 km. distant.
- 17 **Bečanj** village. Cross-road to **KRALJEVO-KRAGUJEVAC** route branches in an E. by N. direction. Its length is about 22 km. (see Div. IV, Routes 30, and 14 at km. 36½).
- 23 **Tavnik** village.  
Road bears more southerly: valley begins to contract.

|     |   |
|-----|---|
| km. |   |
| 28  | <b>Miločaj.</b> Road turns S. to river. A track continues along foot of hills ESE. (See Div. IV, Route 27 (B), at km. 4.) |
| 29½ | Road crosses to r. bank of river.   |
| 30½ | Road crosses railway, which it then follows on its S. side into Kraljevo. The general direction is SSE.                   |
| 36½ | Road crosses low ridge into the <b>Ibar</b> valley.   |
| 37½ | <b>KRALJEVO</b> , 222 metres.   |

## ROUTE 27

KRALJEVO—KRUŠEVAC, 57 km.

There are two routes from **Kraljevo** to **Kruševac**, one along the N., and the other along the S. side of the **Morava** valley. The southern route which accompanies the railway appears to be the better of the two, and is stated to be fit for heavy motor traffic. The valley is 3 to 4 km. broad as far as the gorge of **Trstenik**, beyond which it widens again to about 5 km. and finally contracts in the immediate neighbourhood of **Kruševac**.

## (A) SOUTHERN ROUTE

|     |   |
|-----|---|
| km. |   |
| 0   | <b>KRALJEVO.</b><br>Road crosses the <b>Ibar</b> on the SW. side of <b>Kraljevo</b> and then turns sharply SE. on the right bank of the river. A branch road runs SW. to the important monastery of <b>Ziča</b> (4 km.) |
| 2   | General direction of road changes to ESE.   |
| 6   | <b>Ratina</b> village. Railway approaches road from NW. and from this point closely accompanies it. The road now skirts the foot of the hills on the S. side of the valley, passing numerous villages.                  |
| 11  | Cross track branches NNE., leading to the river (3 km.), and thence continued on the farther side to Route B, which it joins at <b>Čukojevac</b> (3½ km.).  |
| 13  | <b>Podunavci.</b> Cross track branches off, leading N. to the <b>Morava</b> and thence to <b>Čukojevac</b> . From this point the railway and road frequently cross each other.  |
| 21½ | Track branches N., leading to river (1½ km.) and thence to Route B (2 km.).   |

km.

Road and branch railway run S. to the warm alkaline springs at **Vrnjci** (4 km.). A road is reported to have been under construction in the summer of 1915 leading from Vrnjci past **Goč** (9 km. from Vrnjci) to **Pleš** (25 km.). For routes from **Pleš** (a) SW. to **Brus**, and (b) across the **Kopaonik Mts.** by the **Pločka** and **Zošanica** valleys to the valley of the **Ibar**, see Div. IV, Route 12 (km. 68½–81½ and 68½–37½).

23½ Valley narrows to a gorge through which road and railway run. Hills on S. rise to about 350 metres.

29½ **Trstenik.** Bridge over the **Morava**, carrying cross-road to Route (B) (1½ km.).

From **Trstenik** road runs along foot of hills on S. side of the **Morava** valley which here again broadens. Railway runs close to road; several villages; eight or nine small streams flowing into the **Morava** are crossed.

31½ A track branches to S., leading to **Aleksandrovac** (23½ km.) and **Brus** (36 km.) It is apparently suitable for bullock-carts only. (Cf. Div. IV, Route 12, under km. 72½).

38 According to the Serbian 1 : 150,000 map a road branches here (about 1 km. beyond **Počekovina** village) to the S., leading to the **Kruševac–Brus** road at **Bobote** (see Div. IV, Route 12, at km. 96) (about 19 km.).

42½ **Stopanja** village. Towards E. end of this village a branch track runs N., leading to the river (2 km.) and from l. bank of the river to the northern route (B), which it reaches at 5 km.

51 Road crosses the **Pepeljusa**, a tributary of the **Morava**. E. of this stream road crosses a low ridge running from S. to N. towards the **Morava**.

54½ The route from **Kruševac** to **Aleksandrovac** (31 km.) and **Brus** (39½ km.) branches in a SW. direction (see Div. IV, Route 12, at km. 120½).

57 **KRUŠEVAC.**

#### (B) NORTHERN ROUTE

0 **KRALJEVO.** Road runs E. from NE. angle of town.

2½ Road crosses railway, which runs SE. across the **Ibar** and then joins Route A, above, at km. 6.

4 Road crosses to l. bank of the **Morava** and turning ESE. runs along the l. bank of the river. The hills rise sharply from the road to NE. Track branches off to NW. along

km.

the l. bank of the Morava, joining ČAČAK—KRALJEVO Route (B) at **Miločaj** (12 km.) (Div. IV, Route 26 (B), at km. 28).

8½

Road bends round the S. end of a ridge overlooking the river, and turning N. enters the valley of the **Gruža**, a tributary of the Morava. It ascends r. bank of this stream.

10½

Road turns E. and crosses the **Gruža**. Road from **Kraljevo** to **Kragujevac** (Div. IV, Route 14) continues to ascend W. side of valley.

The route turns SE. after crossing the **Gruža**, and re-enters the Morava valley and skirts foot of hills on its N. side.

13½

**Čukojevac** village. A cross track leads towards the **Morava** (¾ km.) and branches thence to Route (A), above, at km. 11 and 13. To the N. a track branches off leading to **Kragujevac** (about 40 km.) by the **Čukojevačka** and **Grošnička** valleys (Div. IV, Route 14, at km. 47½).

23

**Ugljarevo**. Hills close in on river.

24½

Track to river (½ km.) and thence to Route (A), above, at km. 21½.

26½

The Morava enters gorge of **Trstenik** and general direction of road changes more to E.

31½

**Grabovac**.

32

Cross-road to **Trstenik**, see Route (A), above, at km. 29½. River beyond this point flows close to the S. of the road.

38

**Medvegje**. A road branches N. *via* **Brajinovac** (22 km.) to **Kragujevac** (58 km.) or **Jagodina** (46 km.). (See Div. IV, Route 11, at km. 36.) The W. Morava valley broadens, and river flows from 2 to 4 km. S. of road.

44

**Veliki Drenova**. At E. end of this village a road branches NNW. which joins at km. 13 road mentioned at km. 38 above.

48

Valley of the **Konjuška** opens on the N., up which a track leads to **Karanovčić** (see Div. IV, Route 11, under km. 4, A i and ii).

51

**Kukljin** village. Hills close in on l. bank of river, which is followed by the road. (NOTE.—The Serbian 1:150,000 map makes this intermediate distance 4½ km.)

57

**Jasika**. Bridge across the **Morava**. Route to **Kragujevac** (Div. IV, Route 11, A i) branches here to NNW. The **Kruševac** road crosses bridge.

61

**KRUŠEVAC**.

## ROUTE 28

IVANJICA—KRALJEVO, 53 km.

Probably a cart-track or indifferent road.

km.

- 0 **IVANJICA.** Follow IVANJICA—ČAČAK Route (Div. IV, 20) as far as—
- 8 The **Vijenac** pass. At this point the Kraljevo road branches off eastwards, making a detour of about 1 km. to the SE., and ascending W. side of the hills which on the E. overlook the **Lučka** valley. On the crest of the ridge road turns NE. roughly parallel with the **Lučka**.
- 12 Alt. 948 metres. Road turns E., the crest of the ridge approaching nearer to the **Lučka**.
- 15 Alt. 909 metres. Road turns N. for about 1 km. and then ENE., ascending to the—
- 18 **Rudine** pass. Alt. S. of road 1,034 metres. Road makes a wide bend to avoid this higher ground, and then turns NE. and descends past **Gornji Dubac** to headwaters of the **Bjelica** stream.
- 22 Road crosses the **Bjelica** and then climbs the southern end of the **Jelica** range, going between NE. and NNE. along NW. side of a ravine.
- 24½ Alt. 670 metres. Road turns S. and ascends slope of hill.
- 26 Alt. 747 metres. Summit of rise. Road turns NNE. and descends.
- 26½ **Kaona** village S. of road.
- 27½ General direction of road changes to E. Road passes head of ravine running SE. to Lopatnica valley.
- 29½ Alt. 639 metres. Road from this point skirts upper slopes of S. side of **Jajina** ridge, descending gradually.
- 39½ Alt. 440 metres. Road descends into plain.
- 41½ Road turns SE. towards the Ibar.
- 43½ Road joins the NOVI BAZAR—KRALJEVO Route (see Div. IV, Route 13, at km. 85) in the Ibar valley.
- 52½ **KRALJEVO.**

## ROUTE 29

## IVANJICA—POŽEGA, 43½ km.

This road is reported to be only fit for bullock-carts throughout. The road from **Ivanjica** follows the valley of the **Moravica** as far as **Požega**. The valley, which runs in a general NNW. direction, is in parts a narrow defile; where it broadens it is liable to be flooded in parts in the spring. The road is in places carried along an embankment. The level of the valley is between 450 and 330 metres above sea-level. The hills on the eastern side of the valley rise to 600–800 metres above sea-level; on the western side the average height is greater, and the peak of **Malič** reaches 1,150 metres (see under km. 11½ below).

km.

- 0 **IVANJICA**. Road leaves Ivanjica at its NW. corner and follows l. bank of the **Moravica** in a general NW. direction.
- 1½ Causeway as far as **Prilike** (km. 8, below).
- 4½ Road crosses **Bukovačka** stream.
- 5½ Road crosses **Grabovica** stream.
- 8 **Prilike** village and church. From Prilike a track crosses the **Moravica** and runs along r. bank for about 2 km., then turns N. and crosses hills by a saddle E. of the height of **Gracina**, thus turning the defile of **Malič** (see km. 11½) and rejoining main road at km. 19, below. The total length of this track is about 8 km.
- 10 Road crosses the **Ljubča** stream. Valley here is about 1 km. broad.
- 11½ **Malič** village. **Malič** peak to NW. (1,150 metres above sea-level) overhangs the road. The valley here becomes a gorge for about 7 km. Road here has been cut out of limestone cliffs. Heights on E. are about 660 metres above sea-level. Direction here is N.
- 13 Road and valley turn sharply W. round the **Gracina** hill (657 metres), on the top of which are the ruined castle and shrine of **Sveti Ilija**.
- 15 **Panjica** stream enters **Moravica** from the W., and is crossed by the road. Up its valley lies the scattered village of **Dobrača**. Road and gorge from this point run NE. Hills on NW. side rise to 800 to 1,000 metres above sea-level.
- 17 Deep ravine with high limestone cliffs on either side

km.

opens into gorge from NW. A short distance up this ravine is the monastery of Klisura.

19 Track from **Prilike** (see km. 8, above) enters from E. side of road. Immediately below this point valley widens and road turns N., hugging W. side of valley, which is well wooded.

22 Valley here is about  $1\frac{3}{4}$  km. broad.

23 Stream flowing from WSW. through a broad wooded valley crosses road.

24 $\frac{1}{2}$  **Moravica** valley narrows. Hills on both sides from 550 to 750 metres above sea-level.

25 $\frac{1}{2}$  Valley broadens.

27 $\frac{1}{2}$  **Arilje** village on road. It contains the famous church of St. Achilios. Beyond this village the valley is about  $2\frac{1}{2}$  km. broad. The **Veliki Rzav** stream flows close to the hills to the W., while the **Moravica** skirts the E. side of the valley. The whole country is fertile.

A road leads r. and NE. across the **Jelica Planina** to **Čačak** (see Div. IV, Route 25 A, at km. 33 $\frac{1}{2}$ ).

29 $\frac{1}{2}$  Road crosses **Veliki Rzav** and follows its l. bank in a NE. direction. Valley contracts.

31 Junction of **Moravica** and **Veliki Rzav**: road turns N. Hill to W. 489 metres above sea-level.

32 $\frac{1}{2}$  Road turns NE. Valley broadens again.

34 Valley turns NW. and is about  $\frac{1}{2}$  km. broad. Road runs on causeway.

37 Road enters **Požega** plain. The **Moravica** bears NE. and follows eastern edge of plain as far as its confluence with the **Skrapež**, about  $3\frac{1}{2}$  km. N. River below this point is called the **Western (Golijska) Morava**. Road, bearing NW., keeps along southern edge of plain. The area between the road, **Moravica** and **Skrapež**, which is about 6 km. from E. to W. and  $3\frac{1}{2}$  km. from N. to S., is liable to flooding in the spring.

39 $\frac{1}{2}$  Road crosses the **Djetinja** stream, a tributary of the **Morava** flowing NNE.

40 $\frac{3}{4}$  Road crosses Western **Morava** railway, and thence closely follows W. side of railway line.

43 Road crosses the **Skrapež** by a bridge.

43 $\frac{1}{2}$  **POŽEGA.**

## ROUTE 30

ČAČAK—KRAGUJEVAC, 54 km.

- km. 0 **ČAČAK.** Route follows the northern ČAČAK—KRALJEVO road for 17 km. (see Div. IV, Route 26 B) to the village of **Bečanj** (alt. 244 metres), where it branches off ENE. and ascends hills N. of the W. Morava valley. The country is not difficult, and according to Austrian Staff Map the road from km. 21 to km. 39½ is good, but no recent evidence has been obtained.
- 21 Lower **Bresnica** village. Road turns in a general NNE. direction up the **Bresnica** valley. Alt. 267 metres.
- 23 Road crosses the **Bresnica**, and strikes NE. across the hills.
- 24 Alt. 345 metres. Road crosses a small valley and ascends the farther side.
- 26 **Bumbarevobrd**o village. Alt. 334 metres.
- 31 Road crosses the **Gruža** stream (alt. 245 metres) and turning in a general E. direction ascends ridge between the **Gruža** and the **Brnjička**.
- 32 Alt. 316 metres.
- 33½ **Knić.**
- 35½ Alt. SE. of road, 340 metres. Road descends into the **Brnjička** valley.
- 36½ Road crosses the **Brnjička** stream (alt. 250 metres) and runs ENE.
- 39½ Road joins the KRALJEVO—KRAGUJEVAC road (see Div. IV, Route 14, at km. 36½) and follows it to—
- 54 **KRAGUJEVAC.**

## ROUTE 31

GORNJI MILANOVAC—KRAGUJEVAC, 41½ km.

This road is reported to be fit for heavy motor traffic throughout.

- km. 0 **GORNJI MILANOVAC**, 325 metres. Route follows the Arangjelovac (Div. IV, Route 21) road for 3 km.
- 3 The Kragujevac road branches off in a general E. direction, crossing the **Despotovica**, and then, after ascending



|     |  |
|-----|--|
| km. | a small tributary valley, crosses watershed (443 metres) and descends the valley of the <b>Gruža</b> . Villages on either side of the valley. Mills on the stream.   |
| 15  | <b>Donja Crnuća</b> village, NW. of road. Alt. 346 metres.   |
| 19  | Road leaves the valley, which turns to the SE., and ascends the hills in an ENE. direction.  |
| 19½ | Alt. 486 metres.   |
| 21  | Alt. 380 metres.   |
| 22  | Road crosses <b>Šuto Polje</b> plateau, 438 metres.  |
| 27  | <b>Kutlovo</b> village, alt. 416 metres, in this neighbourhood. Road branches off NW. to <b>Gornja Satornja</b> (23 km. distant) on the ČAČAK-ARANGJELOVAC road (Div. IV, Routes 18 B, and 21 at km. 49½). |
| 29  | Summit of <b>Lak</b> hill, alt. 499 metres, to N. of road. Road here turns in a general SE. direction.   |
| 30½ | Alt. 458 metres. Road descends.  |
| 34  | <b>Divostin</b> . Alt. 320 metres.   |
| 36  | <b>Trmčište</b> village on N. side of road.  |
| 38½ | Alt. 259 metres. Road is here running along the ridge S. of the <b>Salanski</b> stream, which is about ½ km. distant.  |
| 41½ | <b>KRAGUJEVAC</b> .  |

## ROUTE 32

GORNJI MILANOVAC—VALJEVO, 69½ km.

This road is reported to be fit for ordinary wheeled traffic throughout, but not good enough for heavy motors.

|     |  |
|-----|--|
| km. |  |
| 0   | <b>GORNJI MILANOVAC</b> , 325 metres. Road starts in a general NNW. direction and ascends hills W. of the <b>Despotovica</b> valley. |
| 4   | Alt. 429 metres. From here road winds across undulating country with scattered hamlets.  |
| 4½  | Alternative road to <b>Valjevo</b> branches WSW. It rejoins route here described at km. 46½. (See note below on alternative route.)  |
| 9   | Alt. 475 metres.   |
| 11½ | Alt. 446 metres.   |
| 13½ | Road from this point descends valley of the <b>Lalinačka</b> .   |

km.

17½

**Boljkovci.** **Prostruga** hills (about 700 metres) to W.

24½

Alt. 306 metres. Road leaves valley of the **Lalinačka**, and crosses a low ridge to the N. into the valley of the **Štavička**, the stream here flowing from ESE. to WNW.

25½

Road crosses the **Štavička** and descends its r. bank.

26½

Road turns N. up E. side of a small ravine.

28½

Road turns SSW. for 1 km., then turns WNW. along S. edge of a ridge, and thence descends into valley of the **Ljig**, a tributary of the Kolubara. The **Ljig** flows here from S. to N.

32½

Road turns N. along r. bank of the **Ljig**. Track from **Ločevci** village on the alternative route to Valjevo enters from the S. (See alternative route below, km. 13.)

34

Road crosses the **Ljig** and winds across the low hills W. of the valley, making considerable detours to N. and S.

37

Alt. 254 metres.

43½

Road crosses **Toplica** stream at village of **Gornja Toplica**. Thence it continues W.

46½

Road is joined by the alternative route mentioned under 4½ km. above. (See below.) Road descends into the valley of the **Ribnica**.

48

Road reaches r. bank of the **Ribnica**, and turning sharply N. follows the stream.

51

Road crosses to l. bank of the Ribnica at **Mionica** village, and thence strikes NNW. along a low spur.

54½

An alternative road to **Valjevo** (15 km.) branches W., crossing low hills on S. side of the **Kolubara** valley. Main road continues NNW.

55½

Road crosses the **Kolubara** and proceeds NW. to N. side of valley.

57½

**Divci** station. Road crosses Valjevo-Belgrade railway and on the other side of the railway joins the **VALJEVO-ARANGJELOVAC** road, along which the route turns W. (See Div. IV, Route 37, at km. 12.)

69½

## **VALJEVO.**

Pop. 7,000. Situated on the upper **Kolubara**, which is here crossed by two bridges. It was the centre of the department of the same name, and head-quarters of the Drina or Western Division of the Serbian Army. Valjevo is the most important strategic point in this section of Serbia. A network of roads connects it with Belgrade, with the line of the Save from Sabac to Obrenovac, with

km.

the line of the Drina from Lješnica up to Bajina Bašta, with Užice and Čačak to the S., and with Kragujevac and with the Morava valley at Velika Plana to the E. It has railway communication by narrow-gauge lines with the Danube at Zatrež, and with the Belgrade-Nish railway at Mladenovac *via* Arangjelovac. The projected line to connect Valjevo with the W. Morava valley at Čačak is not yet completed according to the latest information obtainable. Valjevo is a prosperous little town with several schools and good public buildings.

## ALTERNATIVE ROUTE

Mentioned at km.  $4\frac{1}{2}$  and km.  $46\frac{1}{2}$  above. This road is probably inferior to that given above.

km. from  
Grn. Mila-  
novac.

$4\frac{1}{2}$

Descend valley of a small stream flowing WSW. into the **Dičina**.

$9\frac{1}{2}$

Road turns NNW. and follows valley of **Dičina**.

13

**Ločevci** village on S. side of valley. Road crosses the **Dičina** valley which here runs NW. and ascends obliquely the ridge on its SW. side. (A track continues to follow the l. bank of the **Dičina** and leads past **Banjani** village (8 km.) across the **Prostruga** hills (13 km. to crest), down valley of the **Ljig** to join the main GRN. MILANOVAČ-VALJEVO road (25 km.): see above, under km.  $32\frac{1}{2}$ .) Road crosses ridge on SW. side of the **Dičina** valley.

16

**Brezna** village. Thence road winds across hills in a general WSW. direction.

$20\frac{1}{2}$

Road is joined by a road from **Požega** from the SW., also by a track from **Čačak** from SSE. Road to Valjevo turns in a NNW. direction, following crest of a series of ridges in hilly wooded country.

26

Alt. 680 metres.

31

Road skirts W. side of upper heights of **Suvobor** mountain (802 metres) and winds much.

35

Road has here reached N. side of the **Suvobor** mountain and proceeds NW., gradually descending along crest of ridges.

38

Alt. 624 metres. From this point scattered hamlets begin to appear.

km.

- 40 A track branches W., taking a winding course of about 8 km. and joining a track from Požega to Valjevo at **Gornji Lajkovci**.
- 45 Here road is following ridge on E. side of **Ribnica** valley.
- 48 Alt. 384 metres. Road descends.
- 49½ Road rejoins the main road to **Valjevo** at km. 46½.

## ROUTE 33

UŽICE—VARDIŠTE, 49½ km. (FOR VIŠEGRAD AND SARAJEVO)

This road is reported to be only fit for bullock-carts.

km.

- 0 **UŽICE**. Route leaves Užice by the UŽICE—ROGAČICA road (Div. IV, Route 34).
- 6 **Dubci** village in this neighbourhood.
- 7½ Alt. 592 metres. Road branches S. from the UŽICE—ROGAČICA Route and proceeds W. up a steep hill with several turns.
- 10½ Alt. 921 metres. Road now bends S.
- 13 Road resumes a westerly direction crossing very hilly country.
- 16 Alt. 934 metres.
- 19 **Bioska** village. Road now rises over spur in a general W. direction and then descends to the valley of the **Djetinja**.
- 22 Road reaches the **Djetinja** stream and ascends its l. bank in a W. direction.
- 23½ Alt. immediately to N. of road, 890 metres.
- 25½ The **Djetinja** valley turns S., the ravine being here joined by the **Konjska** from the W. The road continues to ascend the **Djetinja** valley.
- 28 Alt. 688 metres a short distance S. of the road. Road turns W. across the plateau separating valleys of the **Djetinja** and **Konjska**.
- 30 Alt. 760 metres. Road descends into valley of the **Konjska**, passing the principal hamlet of **Kremna**.
- 30½ Road reaches the **Konjska** and ascends valley in a SW. direction.
- 35½ Road turns S., leaving valley of the **Konjska**, and climbs main ridge of the **Zlatibor** range.

|     |  |
|-----|--|
| km. |  |
| 36½ | Summit of saddle here named <b>Šargan</b> . Alt. 914 metres. Road now drops steeply SSW., and after 3 km. descends with several windings into a ravine leading S. to the valley of the <b>Kamišnica</b> , an affluent of the Rzav. |
| 43½ | Road joins river <b>Kamišnica</b> . Alt. 498 metres. Road now takes a SW. direction following r. bank of river.  |
| 48½ | <b>Karaula Balvan</b> , quarantine station on Austrian frontier.   |
| 49½ | <b>VARDIŠTE</b> village on the Bosnian side of the frontier, terminus of railway from <b>Sarajevo</b> . Distance from Vardište to <b>Višegrad</b> , 21 km., and from Vardište to <b>Sarajevo</b> , 84 km.                          |

## ROUTE 34

## UŽICE—ROGAČICA, 33 km.

|     |  |
|-----|--|
| km. |  |
| 0   | <b>UŽICE</b> . Road crosses hill W. of town and then leads NNW. up valley of the <b>Volujac</b> , an affluent of the Djetinja, running here through a valley enclosed by high hills.   |
| 6   | <b>Dubci</b> village in this neighbourhood.  |
| 7½  | Alt. 592 metres. Road to <b>Vardište</b> on the frontier, and to <b>Višegrad</b> and <b>Sarajevo</b> , branches off, winding up hills W. of valley (Div. IV, Route 33).  |
| 9   | Road to <b>Rogačica</b> ascends NNW. up ravine towards <b>Kadinjača</b> hill.  |
| 11½ | Road crosses ridge of <b>Kadinjača</b> .   |
| 12½ | Alt. 738 metres. Road descends in a NW. direction along the NE. side of a ravine. Some sharp turns.  |
| 14½ | Road now enters and descends valley of the <b>Derventa</b> , which it follows to its confluence with the <b>Rogačica</b> .   |
| 15¾ | Road and valley turn W. Scattered villages on the hills (700 to 900 metres) on either side of the valley.  |
| 19¼ | Alt. 413 metres. Valley turns N. Road crosses from r. to l. bank of stream, a track continuing along r. bank. A track to <b>Bajina Bašta</b> branches SSW. up the hill on which <b>Gradina</b> village stands, and at about 1½ km. it begins to descend in zigzags in a general W. direction into the valley of the <b>Pilica</b> , which it follows to 8½ km., where it is joined by the DUB-BAJINA BAŠTA road described below. <b>Bajina Bašta</b> , 12½ km. |
| 20¼ | Here a road branches off westward to <b>Bajina Bašta</b> passing   |

km.

**Dub** village a short distance from the point of bifurcation. (See alternative Route, below.)

The **Rogačica** road then continues N., still following l. bank of the **Derventa** river.

21

Alt. 376 metres.

22½

Road recrosses the **Derventa** and is rejoined by the r. bank track mentioned under km. 19½ above.

26½

The **Derventa** now joins the **Rogačica**, and road descends the valley of the latter in a general NNW. direction.

33

**ROGAČICA** town on banks of the Drin. Alt. 248 metres.

#### ALTERNATIVE ROUTE FROM DUB, VIA BAJINA BAŠTA, TO ROGAČICA

0

**Dub.** Road strikes W., ascending obliquely the N. side of a ravine running W. and E.

3

**Močonik**, 602 metres. Road then descends SW. into valley of the **Pilica**, a stream running through Bajina Bašta to the Drin.

6½

Road meets the **Pilica**. Alt. 311 metres. At this point route is joined by cross-road mentioned under km. 19½ above. The Bajina Bašta road follows the river in a WNW. direction for 2 km. and thence NNW. to—

10½

**Bajina Bašta.** A road from here leads S. to the monastery of **Rača**, 7 km.

On leaving Bajina Bašta road turns N. and follows the r. bank of the **Drina** to—

23

**Rogačica** (Div. IV, Route 52).

### ROUTE 35

#### UŽICE—VALJEVO

ROUTE (A), 66½ km.

This road is reported to be fit for wheeled traffic throughout, but not to be good enough for heavy motors.

km.

0

**UŽICE.** The road is the same as the N. route to Požega for 1 km. (see Div. IV, Route 24 A).

R

- km. |
- 1 | The Valjevo road branches N. from Požega road, and crosses the **Čakarovo** hills into valley of the **Duboko**.
- 4 | Road crosses **Duboko** valley and ascends hills to N. by zigzags.
- 5½ | Summit of **Metaljka** hills, 717 metres. Road continues N. along a ridge which gradually decreases in height.
- 8 | Road turns in a general ENE. direction, descending into valley of the **Lužnica**.
- 10 | Route reaches the POŽEGA-VALJEVO road in the neighbourhood of **Karan**, and proceeds along it to Valjevo (see Div. IV, Route 36, at km. 15½).
- 66½ | **VALJEVO**.

#### ROUTE (B), 70 km.

Road probably fit for pack-animals only.

- km. |
- 0 | **UŽICE**.  
The route on leaving Užice ascends the E. side of the **Kotica** valley, which runs up N. from the W. end of the town.
- 4½ | At the head of the valley it turns in a general NNW. direction.
- 7½ | **Buar** village in this neighbourhood. Alt. 887 metres. Road runs along crest of ridge, ascending gradually.
- 12½ | Alt. 1,008 metres. Road continues along ridge, its general tendency now being downwards.
- 16½ | Alt. 967 metres. Road turns in a NNE. direction.
- 20½ | Alt. 791 metres. Road turns NNW., and undulates along crest of a range of hills.
- 34 | Alt. 932 metres. **Matići** village 1 km. W. of road.
- 38 | Alt. 1,040 metres. Road descends in a N. direction into the valley of the **Dubočica**.
- 42½ | The **Dubočica** is crossed. Road ascends E. side of a ravine in a general N. direction.
- 44½ | Alt. 1,010 metres.
- 46½ | Road takes general NNE. direction.
- 47 | Road passes W. end of **Maglješ** range.
- 53½ | Alt. 610 metres. Road turns N.
- 59½ | Road turns E.
- 62½ | Alt. 470 metres.
- 63½ | Road turns NNE. skirting the E. side of **Markovac** hill and descends towards the Jablanica valley.

km.

68

Road enters the **Jablanica** valley and joins the **ROGAČICA-VALJEVO** road (see Div. IV, Route 46), along which it turns in an **ENE.** direction.

70

**VALJEVO.**

## ROUTE 36

## POŽEGA—VALJEVO, 72 km.

This road is reported to be fit for wheeled traffic throughout, but not to be good enough for heavy motors.

km.

0

**POŽEGA.**

Route leaves Požega in a **WNW.** direction and strikes across the plain, along a causeway, towards the **Lužnica** stream.

1

Road to **Užice** branches off **SSW.** (see Div. IV, Route 24 B, at km. 1).

3½

Road beyond this point crosses a series of small streams, tributaries of the **Lužnica.**

4½

Road approaches r. bank of the **Lužnica.**

7

**Tordići.** Road turns **NNW.** following the direction of the valley. **Lužnica** stream, ¾ km. to the E. A road to **Užice** (11 km.) branches off in a general westerly direction. See Div. IV, Route 24 (A) at km. 10½.

9

Road crosses the **Duboko** stream. (A road branches off in a general **SW.** direction; at 4½ km. it joins the northern **Užice-Požega** road (see Div. IV, Route 24 (A), at km. 6) on W. side of the crest of **Trešnjica** hills.)

The Valjevo road continues in a **WNW.** direction. Hamlets on both sides of valley.

14

**Bela Crkva** village on shoulder of a spur across which road runs.

15½

Tributary of the **Lužnica** crossed. A road to **Užice** (Div. IV, Route 35 A) branches off in a general **SSW.** direction.

15¾

Road turns **N.**

16

**Karan** village. Road crosses the **Lužnica** and strikes up valley of a tributary of the **Lužnica** which joins it from the **N.** Track **SSW.** to **Užice** (Div. IV, Route 24 A, at km. 1).

18½

Road bears **NE.** across **Crnokoca** hills (about 800 metres).

21½

Summit of **Crnokoca** hills, from which road descends in zigzags.



km.

25 Road bearing NW. ascends the **Skrapež** valley, which here runs from NW. to SE.

28 **Kosjeriči**.

28½ Road crosses **Skrapež** (alt. 416 metres) and proceeds N. up valley of the **Kladruba**, a tributary of the **Skrapež**.

30 Tributary of the **Kladruba** crossed.

32 The **Mijonička**, which flows from a NE. direction, and the **Ražanska**, which flows from a general N. direction, here unite to form the **Kladruba**. Road ascends valley of **Ražanska**.

35½ Alt. 469 metres.

37½ **Ražana** village.

39½ Road ascends hills to W. in zigzags, while a rough track continues N. along the **Ražanska** and rejoins main road at the top of the pass (see km. 46, below).

41½ Road reaches top of ridge running N. and S. and proceeds N. along crest.

44½ **Mrčiči** village on the hill slopes W. of road.

46 Crest of pass (778 metres) over the **Bukovska** hills. This is the watershed between the basins of the **Western Morava** and the **Kolubara**. Road descends steeply in zigzags to the valley of the **Bukova**. There are three routes down the hillside which meet at the bottom of the valley. The main road appears to be that which most closely follows the contours of the hills, keeping between one track which bears to l., keeping a little higher, and another to r. which descends directly to the **Bukova** valley.

52 Point of convergence of the two branch roads just mentioned. Road runs NNW. along the valley.

53 Road crosses to r. bank of the **Bukova** and turns NNW. Meadow land along the **Bukova**. The whole district is rich pastoral country.

53½ Road bifurcates, the better track following closely the course of the stream, while the other takes a shorter line, climbing obliquely the ridge above the stream and running through the village of **Bačevci** under the W. foot of the **Bačevački** hill (956 metres). It rejoins the main road at km. 61½. Its total length is about 7 km.

56½ Road bends NNW.

61½ Road is rejoined by track mentioned at km. 53½. It proceeds N. among hills from 400 to 700 metres high. There are numerous farms on the hills on either side.

|     |  |
|-----|--|
| km. |  |
| 63  | Alt. 587 metres. <b>Mlagjevi</b> hill on W. of road. <b>Dračić</b> village E. of road. |
| 66  | Alt. 405 metres.   |
| 72  | <b>VALJEVO.</b>  |

## ROUTE 37

**VALJEVO—ARANGJELOVAC—VELIKA PLANA**, 125 km.  
(And to junction with **KRUŠEVAC—SMEDEREVO** Road, 127 km.)

As far as **Arangjelovac** this road is reported fit for heavy motor traffic.

|     |  |
|-----|--|
| km. |  |
| 0   | <b>VALJEVO.</b> Route leaves Valjevo in an ENE. direction along the N. side of the valley of the <b>Kolubara</b> . It is closely accompanied by the railway. Numerous small affluents of the <b>Kolubara</b> are crossed. The valley is about 3 km. broad with easy slopes towards the N.; the hills to the S. are somewhat steeper. |
| 1   | The railway crosses the road, and then follows it closely on its S. side.  |
| 12  | <b>Divci</b> railway station. Road to <b>Gornji Milanovac</b> runs SE., crosses the valley of the <b>Kolubara</b> , and ascends the <b>Ribnica</b> valley in a SSE. direction (see Div. IV, Route 32, at km. 57½).   |
| 15  | Valley narrows and road turns NNE. and passes through a gorge.   |
| 19  | N. end of gorge.   |
| 20  | Railway leaves the road and proceeds down the <b>Kolubara</b> valley ENE. Road leaves the valley, ascending by zigzags a spur to the N.  |
| 23½ | Alt. 219 metres. The road here bends from NW. to W.  |
| 24½ | <b>Stepanje</b> village on the road. Road turns to the N.  |
| 25  | A track branching E. affords a short cut across the long detour to the N. here made by the road. It rejoins the main route near <b>Ruklade</b> village (see km. 34½). Its length is 5½ km.   |
| 30  | Main road continues N., crossing two shallow valleys. <b>Kladnica</b> valley: on the S. bank of the <b>Kladnica</b> stream the <b>Arangjelovac</b> route takes turning to SE. towards the <b>Kolubara</b> valley: for the road which continues N. to <b>Ub</b> see Div. IV, Route 39.  |

- km.  
 33 **Ruklade.**  
 34½ Short cut mentioned under km. 25 rejoins the route.  
 37½ **Lajkovac.**  
 38½ Road re-enters the **Kolubara** valley and crosses the railway.  
 At this point a line to Obrenovac branches in a NNE. direction from the Valjevo-Belgrade Railway. Road follows main line closely on its S. side, and is embanked over marshy ground as far as the **Kolubara**.  
 40½ Road crosses the **Kolubara** by a bridge.  
**Belibrod** village.  
 Road and railway run ENE Hills to SE.  
 46 **Lazarevac.**  
 Beyond Lazarevac the road crosses hills, running ESE., leaving the **Kolubara**, which takes a N. direction. Railway makes a detour N. by way of the valley of the **Peštan**.  
 53 Alt. 295 metres. Road crosses several small valleys running from SSW. to NNE.: its general tendency is downwards.  
 59½ **Kruševica**, 173 metres. **Progoreoci** village about 2 km. beyond.  
 64 Road enters **Peštan** valley and rejoins railway. Track from **Lipovica** (40 km.) enters from N. (see Route LAZAREVAC-BELGRADE, Div. IV, 38 at km. 35). Road and railway ascend the valley in an E. direction.  
 64½ Cross-road from **Rudnik** (Div. IV, Route 21) enters from S.  
 69½ Head of **Peštan** valley. Alt. 235 metres. Road takes a SE. direction, ascending.  
 71 Branch track N. to **Ralja** (see Div. IV, Route 22, under km. 0).  
 72 Alt. 302 metres. Road descends to Arangjelovac.  
 72½ Outskirts of **Arangjelovac**. Cross-road from **Rudnik** enters from the SW. (general direction about S.).  
 73½ **Arangjelovac**, alt. 244 metres.  
 Road leaves **Arangjelovac** in a general SE. direction, across the gently undulating country on S. side of the **Kubršnica** valley.  
 79 Road from **Čačak** and **Kragujevac** enters from S. (see Div. IV, Routes 21, 18 A).  
 80 Alt. 226 metres. Road ascends in zigzags.  
 82½ Alt. to S. of road 325 metres.  
 84½ Road descends by zigzags into valley of **Kamenica** stream, which here flows from S. to N.

km.  
86½

**Topola**, 263 metres. For Routes from Kragujevac, &c., see Div. IV, Route 18 at km. 39½.

From Topola the road takes a general E. direction, and crosses the ridge on which the town lies. From its crest it descends into the **Jasenica** valley, along N. side of which it proceeds. Hills on both sides of the valley with easy slopes. Villages on the road.

96½

**Natalinci**, large village (alt. 126 metres). Road and valley turn in a NNE. direction. Road continues to follow left side of valley.

97½

Cross-road, branching E. to **Markovac** in the Morava valley (see Div. IV, Route 9, at km. 89).

99½

Alt. 129 metres.

103½

**Bašin.**

107

**Cerovac** village, W. of road.

110½

**Pridvorica.**

113½

Road crosses the **Jasenica**, which it recrosses 1½ km farther on; Belgrade-Nish railway on N. bank.

115½

**Palanka.**

116½

Road on the E. outskirts of **Palanka** turns S. and crosses the Belgrade-Nish railway line, which is here running SE.

117½

Road crosses the **Jasenica**, which here flows from W. to E. Railway crosses the stream about 1½ km. to ESE.

118¾

Road reaches foot of hills on the S. side of the valley and turns SE.

120¼

Road from **Kragujevac** enters from S. (Div. IV, Route 15). The **Velika Plana** road turns E. along lower slopes of hills on S. side of **Jasenica** valley.

122¼

Railway approaches road from the NW., and accompanies it on its N. side.

125

**Velika Plana.**

Pop. 2,000. Situated at the mouth of the valley of the **Jasenica**. The Belgrade-Nish railway here enters the Morava valley and is joined by the branch line from Smederevo. Surrounded by vineyards which produce an excellent wine.

127

Route joins the **KRUŠEVAC-SMEDEREVO** Route (IV, 9) at km. 100½.

## ROUTE 38

## LAZAREVAC—BELGRADE, 60 km.

This road is reported to be fit for wheeled traffic, and for heavy motor traffic for a few km. outside Belgrade.

km.

0

**LAZAREVAC.**

The road leaves Lazarevac in a general N. direction down the valley of the **Kolubara** at an average distance of about 2 km. from the r. bank of the arm of the Kolubara called the **Očaga**. Road follows the Valjevo—Mladenovac railway.

3

Road crosses the **Peštan**, a tributary of the **Lukavica**, the latter being an eastern arm of the Kolubara which branches off below the Očaga arm. Railway here turns E. up the Peštan valley. The road continues in the same general direction as before, crossing the mouth of this valley.

6½

**Vreoci** village, situated on rising ground E. of road.

10½

**Veliki Crljeni**. Road descends into valley of the **Turija**, an affluent of the Lukavica. Road is now carried on a causeway.

12

Road crosses the **Turija**.

12½

Road crosses the **Beljanica**, which flows into the Lukavica.

13

Road crosses another affluent of the Lukavica.

15

**Stepojevac**. Road now leaves valley and ascends low hills.

21

**Baljevac** village to W. of road.

23

Alt. 191 metres. Road now turns E.

24

**Siljakovac** village S. of road.

25

Road now proceeds NNE.

27

Alt. 242 metres. 3 km. W. of this point is **Vranić** village.

31

**Meljak**. Road from this point winds much.

33

Alt. 275 metres. Road turns E. by N.

35

**Lipovica**, 304 metres.

A track here branches S. to **Guncati** (4 km.), and over the hills *via* **Sibnica** village (24 km.) to the **VALJEVO—ARANGJELOVAC** road (Div. IV, Route 37, at km. 64), near **Progoreoci** (40 km.).

Road to Belgrade now resumes N. direction.

|     |  |
|-----|--|
| km. |  |
| 40  | <b>Sremčica.</b> Road descends a small valley.   |
| 41  | Alt. 244 metres immediately E. of road.  |
| 46  | <b>Železnik</b> village, situated on low ground about 4 km. from r. bank of the <b>Save</b> . Alt. 91 metres. Road now leads NE. along the foot of the hills close to low and swampy ground. |
| 51  | <b>Žarkovo</b> village E. of road. Road now leads N.   |
| 54  | Road reaches the <b>Save</b> and is joined by the road from <b>Obrenovac</b> (26 km.) which follows r. bank of river (Div. IV, Route 47 at km. 6).   |
|     | Road turns NE. along river bank.   |
| 55½ | Railway crosses road and follows it closely.   |
| 60  | <b>BELGRADE.</b>   |

## ROUTE 39

## VALJEVO—OBRENOVAC, 61 km.

This road is reported to be fit for heavy motor traffic throughout.

|     |  |
|-----|--|
| km. |  |
| 0   | <b>VALJEVO.</b> From Valjevo the route follows the <b>VALJEVO-ARANGJELOVAC</b> road to km. 30. (See Div. IV, Route 37.)  |
| 30  | The road to Arangjelovac turns off SE.; the road to Obrenovac continues N. over undulating country, gradually descending to the valley of the <b>Ub</b> .  |
| 35  | <b>Ub</b> town on r. bank of river of the same name. A track here branches W., following valley of the <b>Ub</b> . At 12 km. it meets and crosses the <b>VALJEVO-BANJANI</b> Route (see Div. IV, Route 40, at km. 21½), and at 18 km. it joins the <b>VALJEVO-ŠABAC</b> Route (A) (see Div. IV, Route 41 (A), at km. 22½). |
|     | On leaving <b>Ub</b> the Obrenovac road crosses the <b>Ub</b> stream and then proceeds NNE. down the broad valley in which flow the <b>Tamnava</b> and the <b>Ub</b> . The road lies between these streams.  |
| 37  | A road branches off NW. <i>via</i> <b>Banjani</b> village (10 km.) to <b>Šabac</b> (36 km.: see Div. IV, Route 48, and Route 47 at km. 61½).   |
| 38  | <b>Bogdanovac</b> village. Road continues in same general direction down the valley.   |
| 42  | Road crosses the <b>Tamnava</b> and ascends low hills N. of the river.   |

km.

47½

51½

53½

57

61

**Trstenica.**

Alt. 117 metres. **Stubline**, 1 km. W. of road. Road now runs parallel to and about 1 km. W. of the railway.

**Novo Selo** village W. of road.

Road crosses railway and follows it to—

**OBRENOVAC.**

Pop. 2,000. Situated at the mouth of the Kolubara valley on the l. bank of the **Tamnava**, about ½ km. from the l. bank of the Kolubara, and about 4 km. S. of the Save at Zabrež. The Tamnava and Kolubara are here bridged (iron bridge over the Kolubara). Obrenovac lies on the narrow-gauge railway from Valjevo to Zabrež. The place is the chief administrative centre and market-town of the Tamnava and Lower Kolubara district.

From this town a road 3½ km. long leads N. to **Zabrež**, the railway terminus on the r. bank of the **Save**, where there is a ferry. The railway runs parallel to and W. of this road. Zabrež is a small town on the Save, the centre of the export trade in Serbian plums, and other products of the fertile and populous region watered by the Kolubara and its numerous tributaries. For routes to Belgrade and Šabac see Div. IV, Route 47, at km. 33.

## ROUTE 40

## VALJEVO—BANJANI, 36 km.

This appears to be an inferior track. It leaves Valjevo in a northerly direction and passes through wooded hills.

km.

0

5½

7½

12½

16

**VALJEVO.**

Track reaches summit of the **Jasike** hills, alt. 340 metres, and thence descends into the valley of the **Rabas**.

Track crosses the **Rabas**. N. of the stream it crosses the range of the **Blizonjski Visovi** hills.

Summit of range, 375 metres.

Track about here reaches E. side of valley of the **Ub** stream. Branch track (6½ km.) to the NW. leads to the **VALJEVO—ŠABAC** route, Div. IV, Route 41 (A), at km. 22½.

The Banjani track continues in a general NE. direction.

- km.  
 21 Track crosses the **Ub**, which here flows ESE.  
 21½ Track joins the track from **Ub** town to the VALJEVO-ŠABAC route (Div. IV, Routes 39 at km. 35, and 41 A at km. 22½).  
 The Banjani route follows the track ESE. towards **Ub** for about ½ km. and then turns NW., traversing gently undulating country, crossing several small streams flowing E., and passing scattered villages.  
 28 Cross the **Tamnava**. The track to Banjani turns NE.  
 30 Track is joined by a track from the VALJEVO-ŠABAC Route (Div. IV, Route 41 A, at km. 28½).  
 35½ Track joins the UB-ŠABAC road (see Div. IV, Route 48, at 11½ km.), along which it turns NW.  
 36 **BANJANI**.

## ROUTE 41

## VALJEVO-ŠABAC

Route (A), 65 km.

This route is reported to be fit for all traffic.

- km.  
 0 **VALJEVO**. Road leaves Valjevo in a NW. direction, ascending hills N. of the **Obnica** stream.  
 3 The route here leaves Route (B), below. Direction N. by W.  
 6 The road descends into valley of the **Rabas**.  
 6½ Road crosses the **Rabas** and ascends hills to N.  
 9 **Kotešica**, 472 metres. Road bears NW. and continues to ascend gradually along summit of ridge NE. of the Rabas stream.  
 10½ Alt. 433 metres. **Rabas** village about 1 km. W. in the valley. Road bears more to N.  
 14 Alt. 441 metres. From this point general tendency of road is downward.  
 18 Road descends into the valley of the **Ub**, turning NE.  
 19½ Road crosses the **Ub**.  
 22½ Road reaches summit of hills N. of the **Ub**. Alt. 300 metres.

Here a track branches S. and SE. and at 6½ km. joins the VALJEVO-BANJANI road. See Div. IV, Route 40 at km. 21½. A second track branches E. following the valleys of the Bukovica and Ub to **Ub** (18 km.); see Div. IV,



km.

Route 39, at km. 35. At  $6\frac{1}{2}$  km. this track crosses the track VALJEVO-BANJANI (see Div. IV, Route 40, at km. 16).

Here the Šabac road turns W. along summit of a ridge.

24 $\frac{1}{2}$  Road bears NNW.

25 $\frac{1}{2}$  Road begins to descend into valley of the **Tamnava**.

27 $\frac{1}{2}$  **Koceljeva**.

28 Road crosses the **Tamnava**.

28 $\frac{1}{2}$  A track branches NE. which at 12 km. joins the VALJEVO-BANJANI road (Div. IV, Route 40, at km. 30).

29 A track branches off up the Tamnava valley, for  $7\frac{1}{2}$  km., to Route (B) below at km. 38 $\frac{1}{2}$ .

The Šabac road ascends low hills N. of the Tamnava. For about  $3\frac{1}{2}$  km. it goes NNW. and then turns N.

34 $\frac{1}{2}$  Alt. 230 metres.

35 $\frac{3}{4}$  Road bears NW.

38 Road is joined by Route (B), below. The general direction changes to N.

40 Alt. 289 metres. Road now begins to descend gradually, keeping along summit of a ridge.

46 Alt. 209 metres.

49 $\frac{1}{2}$  **Lojanice**, 184 metres. Cross-track E. to join the ARANGJELOVAC-ŠABAC road (10 km.). See Div. IV, Route 47 at km. 64. The Šabac road continues across gently undulating country past several villages.

53 Road crosses the **Dobrava** stream.

54 $\frac{1}{2}$  Track runs W. to OSEČINA-ŠABAC road (Div. IV, Route 43, at km. 41 $\frac{1}{2}$ ). Its length is about  $4\frac{1}{2}$  km. N. of the point where this track branches lies **Cerovac** village.

61 $\frac{1}{2}$  Road joins the BELGRADE-ŠABAC road (Div. IV, Route 47).

65 **ŠABAC**.

Pop. over 12,000. Situated on the Save: to W. and NW. lies the Mačva plain between the Save and the Drina. Šabac is an important road-centre: numerous routes converge on it from E., S., W., and NW. A narrow-gauge railway (accompanied by a road) runs W. and SW. across the Mačva to Lješnica (38 km.), Ložnica (54 km.), and Koviljača (57 km.) on the Drina. From Klenak on the Hungarian bank of the Save opposite Šabac a railway (normal-gauge) runs N. to Ruma on the India-Vinkovce

line. The place was before the war a busy river port, and has a hospital, schools, and a number of other public buildings. An old dismantled citadel on the river apparently lies to the NE. of the town.

### ROUTE (B), 75 km.

This route appears to be inferior to Route (A) above.

km.

- 0 **VALJEVO.** Route leaves Valjevo by the same road as Route (A).
- 3 Route (A) to **Šabac** branches off.  
From this point the present route coincides with the road to Loznica (Div. IV, Route 45) as far as—
- 17½ **Kamenica.**
- 18 At NW. end of the above village the **Šabac** road turns in a general N. direction. The Loznica road branches off W. by N. leading to the valley of the **Jadar** (Div. IV, Route 45, at km. 18). A second and apparently inferior track leads from this point to the southern part of **Kamenica** village (1½ km.), alt. 393 metres, at the head of the Kamenica valley on the same VALJEVO-LOZNICA road.
- 22 The **Šabac** road proceeds N. along a ridge.
- 25 Road turns NW.
- 25½ **Veliki Belege** hill, 444 metres. Road crosses the summit.
- 28½ Road turns NE. along a ridge and begins to drop. The **Ub** stream lies SE.
- 31 Alt. 388 metres.
- 35½ Road turns N. and then NW.
- 38 Alt. 300 metres. Road turns NE. and descends into valley of the **Tamnava**, which here runs in a general W. to E. direction.
- 38 Road crosses the **Tamnava** and proceeds N. up easy slopes on N. side of valley.
- 38½ Northern **Kamenica** village. A track branches off WNW. leading up the valley, and at 8 km. joins the road from **Ljubovija** in the **Drina** valley *via* **Osečina** in the **Jadar** valley to **Šabac**.
- From the same point a track leads 7½ km. down the valley in a general E. direction, and joins Route (A), above, at km. 29.
- 44½ Alt. 280 metres. Road turns E. and then NE.

|     |  |
|-----|--|
| km. |  |
| 48  | Road joins Route (A) (see above) at km. 38, and follows it to— |
| 75  | <b>ŠABAC.</b>  |

## ROUTE 42

VALJEVO—PECKA—ZAVLAKA, 58 km.

|                  |  |
|------------------|--|
| km.              |  |
| 0                | <b>VALJEVO.</b> Route leaves the SW. end of Valjevo, ascending l. bank of the <b>Jablanica</b> .   |
| 1                | On outskirts of Valjevo it turns NNW. up the narrow valley of the <b>Obnica</b> .  |
| 2                | Road turns WNW. and continues to ascend the <b>Obnica</b> valley.  |
| 6                | <b>Bukovica</b> valley opens into <b>Obnica</b> valley from N. Cross-road to VALJEVO—LOZNICA Route ascends the l. bank of the Bukovica, about $2\frac{1}{2}$ km. (see Div. IV, Route 45, km. $7\frac{1}{2}$ ).   |
| 11 $\frac{1}{2}$ | Cross-road to VALJEVO—LOZNICA road here leads in a general NW. direction up the valley of the Kamenica for $6\frac{1}{2}$ km. Then it crosses a ridge (393 metres) at 8 km. (Track from summit of this ridge leads N. to <b>Kamenica</b> (1 km.) at the point where the VALJEVO—ŠABAC Route (B) branches from the VALJEVO—LOZNICA road.) The road bends SSW. for about $1\frac{1}{2}$ km., and then leads W. and NW. to the <b>Jadar</b> valley. Junction with the VALJEVO—LOZNICA road at 17 km. (see Div. IV, Route 45, under km. 25). |
|                  | The Pecka road now leads W., still following valley of the <b>Obnica</b> .   |
| 13 $\frac{1}{2}$ | Road turns SW. following the valley. <b>Majinović</b> village in this neighbourhood.   |
| 18 $\frac{1}{2}$ | <b>Stave.</b> Cross-road here leads SE. for $9\frac{1}{2}$ km. to <b>Balinović</b> on the ROGAČICA—VALJEVO road (Div. IV, Route 46, at km. $9\frac{3}{4}$ ).   |
|                  | The Pecka road leaves valley of the Obnica in a NW. direction, ascending the E. end of a ridge running about E. and W.   |
| 19 $\frac{1}{2}$ | Alt. 514 metres. From here road follows crest of ridge   |

km.

in a westerly direction. Valley to S. of ridge contains scattered houses.

- 23½ Road passes over **Badnjine** hill. Alt. 520 metres.  
 24 Road turns SW.  
 26 Road crosses **Iva** hill (674 metres), and then turns NW. along crest of a ridge.  
 31 Road passes over **Jalovik** hill, 521 metres.  
 33 Cross-road leads N. to **Osečina** (10 km.) on the VALJEVO-LOZNICA road (see Div. IV, Route 45, at km. 29½).  
 The Pecka road now descends in a SW. direction.  
 34½ **Pecka**, 297 metres.

Cross-road here leads in a general SW. direction to **Ljubovija** on the **Drina**.

km.

- 0 Road leaves the S. end of **Pecka**, turning SW. outside the village, and then S.  
 5 A high range (the **Sokoloka Planina**) is crossed by the **Sregjevi** pass. **Proslop** height to E. of road, 688 metres. Road then descends steeply to valley of the **Ljubovigja**.  
 7 **Ljubovigja** river is crossed and recrossed by bridges, and the road now descends the narrow valley in a general SW. direction. High hills on either side.  
 10 **Gornja Ljubovigja** village, W. of road.  
 16 **Donja Ljubovigja** village, NW. of road.  
 21 **Ljubovija** town.

The **Zavlaka** road leads down narrow valley of the **Pecka** in a general N. direction; following l. bank of the stream.

37½

Road crosses stream and now follows r. bank.

41

Road recrosses river **Pecka**, and taking a WNW. direction winds up the N. side of a side-ravine, at the head of which it crosses a ridge and descends into the valley of the **Crkvanska** stream, which it follows in a NNW. direction to—

51

**Bela Crkva**. After leaving this village road leads in a NNW. direction, still following same valley.

54

Road and valley turn NNE.

57

Valley of the **Likodra** is reached. Road descends r. bank of the **Likodra**.

km.

57½

Road is joined by the **KRUPANJ-ZAVLAKA** road (see Div. IV, Route 45, branch under km. 42), which here crosses from the opposite side of the Likodra valley, which it has followed from Krupanj.

58

**ZAVLAKA.**

## ROUTE 43

OSEČINA—ŠABAC, 52 km.

km.

0

**OSEČINA**, 213 metres. Road leads up a valley in the **Vlašić Planina**, ascending steadily in a N. direction.

6

Alt. 373 metres.

7

Road now runs NNW. along top of range.

9½

Alt. 409 metres. Road descends in a NE. direction to valley of the **Tamnava**.

12

Bank of Tamnava is reached and road runs NNW. descending l. bank of river.

14

**Crniljevo** village. Road continues to follow river bank.

15½

Road turns N.

16½

Alt. 237 metres.

18½

Road leaves river and ascends hills in a northerly direction.

21½

Alt. 262 metres. Road runs along a ridge in a NNE. direction, gradually descending.

27½

Road bears N., crosses obliquely the valley of a small stream, and ascends to the top of the ridge between it and the **Dobrava** valley. Road follows this ridge in a general N. direction.

32½

Alt. 205 metres.

36½

**Zablaće** village.

38

Road turns sharply W. towards the **Dobrava**. Alt. 190 metres.

39

Road crosses **Dobrava**. Alt. 128 metres. Then ascends ridge in NW. direction.

40½

Alt. 146 metres. Road now leads N. over undulating country.

41½

A track branches E. through **Vukošić** to near **Cerovac**, 4½ km. (see Div. IV, Route 41 (A), at km. 54½).

|     |   |
|-----|---|
| km. |   |
| 42½ | <b>Gornja Vranjska</b> , scattered village extending 4 km. along W. side of road. |
| 44½ | Road crosses <b>Dumača</b> , affluent of the Save.                                |
| 47  | <b>Pričinović</b> village.  |
| 49  | Road now leads N. over low-lying ground.  |
| 52  | <b>ŠABAC</b> .  |

## ROUTE 44

ZAVLAKA—ŠABAC, 45 km.

|     |   |
|-----|---|
| km. |   |
| 0   | <b>ZAVLAKA</b> . Alt. 170 metres. Road crosses a bridge over the Jadar and proceeds down r. bank of that river.   |
| 1½  | Road strikes off NE. up the ridge dividing the Jadar valley from that of the Zavlačka.  |
| 2¾  | Road reaches summit of ridge (288 metres), and then runs along the NE. edge of the crest in a NNW. direction.   |
| 4   | Road descends into the valley of the <b>Veliki Cernica</b> .  |
| 5   | Road crosses the <b>Veliki Cernica</b> near its confluence with the Zavlačka and then ascends W. side of valley, following r. bank of stream in a N. direction. |
| 7   | <b>Dolnja Badanja</b> . Road continues to ascend the valley : general direction NNE.  |
| 12  | Road diverges from Veliki Cernica and continuing NNE. ascends by ravine to height on which <b>Tekeriš</b> lies.   |
| 13  | Branch road leads SW. to <b>Jarebice</b> on the Jadar (10 km.), and the VALJEVO—LOZNICA road (11 km.) (see Div. IV, Route 45, at km. 52).                       |
| 15  | <b>Tekeriš</b> , 388 metres. Road now descends NE.  |
| 18  | Alt. 210 metres.  |
| 23  | <b>Pandurovića Mala</b> village to SE. of road.   |
| 25½ | Alt. 210 metres.  |
| 32½ | <b>Slatina</b> .  |
| 35  | Alt. 115 metres. Road crosses the shallow valley of the <b>Dumača</b> , an affluent of the Save.  |
| 41  | <b>Jevremovac</b> . Road descends into swampy ground.   |
| 45  | <b>ŠABAC</b> .  |

## ROUTE 45

VALJEVO—KAMENICA—LOZNICA, 68 km.

km.

0

**VALJEVO.**

Road leaves Valjevo (alt. 180 metres) in a NW. direction, ascending the hills to the NW. of the town following the Šabac route (Div. IV, Route 41 A).

3

Road leaves the Šabac road, which proceeds NNW.

5½

Road crosses small mountain stream and turns SW., crossing a ridge into the valley of the **Bukovica**.

7

Road turns WNW. up the **Bukovica** valley.

7½

Cross-road branches S. following the **Bukovica** for 2 km. to the S. road from **Valjevo** to **Pecka**. See Div. IV, Route 42, at km. 6.

9

Route crosses the **Bukovica** and ascends hills on W. side of valley.

14

**Stapar** village to W. of road. Alt. 410 metres. Road runs NNW. across a plateau for 2 km., then turns SW. and descends into a ravine in which lies—

17½

**Kamenica.**

18

Summit of crest on W. side of ravine. Branch road leads N. over hilly country with altitudes of from 450 to 300 metres to the valley of the **Tamnava**, and so to **Šabac**. This road is described in Div. IV, Route 41 (B).

From the same point a road branches S. for 1½ km. to join the cross-road mentioned below under km. 25.

Road to Loznica now runs in a westerly direction to the valley of the **Jadar**.

25

Road reaches river **Jadar** and a cross-road comes in here from the SE. and forms a connexion between this road and the road VALJEVO—PECKA—ZAVLAKA (Div. IV, Route 42, at km. 11½). Road continues along r. bank of the **Jadar**. The valley is about ½ km. broad.

28

**Osečina**. Cross-road from here runs N. to **Šabac** (see Div. IV, Route 43).

28½

Road crosses **Jadar** and now continues on l. bank.

29½

Cross-road running S. to **Pecka**. This track runs up a steep valley to **Ostružanj**, 6 km., alt. 418 metres. From here it runs down to **Pecka**, 12½ km., alt. 297 metres (see Div. IV, Route 42, at km. 33).

km.  
31½  
36

Cross river **Pecka**.

Road leaves river and ascends a ridge to the W. of the **Jadar**. From here it descends into the valley of the **Rav-naica**, which it follows in a N. direction to rejoin the valley of the **Jadar** about 1 km. SE. of—

42

**Zavlaka**, at confluence of the **Jadar** and the **Likodra**.

Two cross-roads branch here ; one to **Pecka** (see Div. IV, Route 42) ; and the other to **Krupanj** and **Loznica** as follows :—

km.

- |     |   |
|-----|---|
|     | Road leaves <b>Zavlaka</b> in a southerly direction.  |
| 1   | Cross-road leading S. to <b>Pecka</b> .   |
|     | Road now turns W., crosses river <b>Likodra</b> , and proceeds up its narrow valley along l. bank, turning SW. at km. 3½. Cross numerous small streams draining the hills, which rise to an average height of 400 metres directly W. of the road. |
| 11½ | Road crosses <b>Likodra</b> and proceeds on r. bank as far as—  |
| 17½ | <b>Krupanj</b> , 263 metres. Cross-road here leads S. to the Drina. Leaving <b>Krupanj</b> , road to <b>Loznica</b> leads in a general NNW. direction.  |
| 23½ | Watershed is reached and road then descends the valley of the <b>Korenita</b> through mountainous country.  |
| 34½ | Alt. 204 metres. Road leaves river and proceeds in a WNW. direction.  |
| 36½ | Road resumes its northerly direction and ascends slightly.  |
| 38½ | Main road <b>VALJEVO</b> — <b>LOZNICA</b> is reached (see km. 62, below).   |
| 44½ | <b>Loznica</b> .  |

The main road to **Loznica** leaves **Zavlaka** in a NNW. direction by a bridge crossing the **Jadar** just N. of the town.

43

Cross-road leading N. to **Šabac**. Road now bends WNW.

44

Bridge over **Jadar**. Road now follows l. bank of the river in a NW. direction.

48

Alt. 170 metres.



- km.  
49 River **Cernica** joins the Jadar on its r. bank opposite this point.
- 52 Cross-road here leads NE. across the Jadar to the village of **Jarebice** (1 km.) and thence on to the **ZAVLAKA-SABAC** road (see Div. IV, Route 44, at km. 13).  
The Loznica road continues W. to the SW. edge of the valley of the **Jadar**, which has here widened considerably, and, crossing various small streams, strikes across the hills to Loznica
- 62 Branch road from **Zavlaka** and **Krupanj** (see under **Zavlaka** at km. 42, above) rejoins main road. Road continues in a general WNW. direction into—
- 68 **LOZNICA**, 145 metres.  
Pop. 2,500. Situated at about  $2\frac{1}{2}$  km. from the Drina, and at the S. end of a fertile plain called the Lozničko Polje extending NNE. along the river (18 by 7 km.). To the S. of the town rise the lowest slopes of the Gučevo range. Loznica lies on the narrow-gauge line which runs from Sabac, on the Save, to Koviljača, on the Drina (about 5-6 km. to the SW. of Loznica). The importance of the place lies in its proximity to the Jadar valley, which affords a line of advance SE. into Serbia.

## ROUTE 46

## VALJEVO—ROGAČICA, 44 km.

- km.  
0 **VALJEVO**. Road leaves SW. corner of Valjevo and ascends r. bank of the **Jablanica**.
- 1 Road to **Pecka** and **Zavlaka** on l. bank of the stream turns NNW. up valley of the **Obnica**, which here opens into valley of the **Jablanica**.  
The Rogaćica road continues W. by S. along the **Jablanica** valley.
- 2 Route from Valjevo (Div. IV, Route 35 B) enters from S.
- 6 $\frac{1}{2}$  Road crosses the **Jablanica** and skirts the side of the hill N. of the stream.
- 7 Alt. 507 metres, N. of road.
- 8 Road rejoins the stream and recrosses it.
- 9 $\frac{3}{4}$  **Balinović**. Cross road to **VALJEVO-PEČKA** road at **Stave**

|     |   |
|-----|---|
| km. | (see Div. IV, Route 42, at km. 18½) branches off NW. Distance 9½ km.  |
|     | The Rogačica road continues to ascend the <b>Jablanica</b> valley in a SW. direction, crossing to r. bank at 12½ km.  |
| 12¾ | Road turns S. and after crossing a stream flowing into <b>Jablanica</b> ascends N. end of a spur running from S. to N.  |
| 16¼ | <b>Tubravić.</b> Road continues to ascend.  |
| 19¼ | Road crosses <b>Vilovica</b> hill. Alt. 864 metres. <b>Vujinavača</b> village in valley SW. of road.  |
| 23¼ | Alt. 906 metres. Road ascends, going SW.  |
| 25¾ | Road skirts upper SE. slopes of <b>Stubica</b> mountain, the height of which is marked as 1,272 metres. Road then descends in a SSW. direction into and along the valley of the <b>Trešnjica</b> , a tributary of the <b>Drina</b> . Sharp turns. |
| 30  | Road crosses the <b>Trešnjica</b> and ascends hills S. of the valley.   |
| 32  | Alt. 1,110 metres W. of road.   |
| 33  | Alt. 1,135 metres E. of road.   |
| 35½ | Alt. 1,051 metres ½ km. E. of road, which now descends towards valley of the <b>Drina</b> .   |
| 43  | Road reaches the <b>Drina</b> at the mouth of the <b>Rogačica</b> valley, up which the road, after crossing the <b>Rogačica</b> stream, turns E. to—  |
| 44  | <b>ROGAČICA.</b>  |

## ROUTE 47

## BELGRADE—ŠABAC, 84 km.

From **Belgrade** for about one-third of the distance to **Obrenovac**, this road is reported fit for heavy motor traffic. For the remaining two-thirds of the distance to **Obrenovac** it is not suitable for such traffic. Beyond **Obrenovac** it again becomes suitable.

|     |   |
|-----|---|
| km. |   |
| 0   | <b>BELGRADE.</b> Road leaves the city at its SW. corner, passing by the Government Tobacco Factory, and then following the S. side of the Belgrade-Nish railway, which here runs WSW. |
| 4½  | Road crosses railway and continues along r. bank of the <b>Save</b> past the island of <b>Ostrovo Ciganlija</b> .   |
| 6   | Road to <b>Lazarevac</b> (see Div. IV, Route 38, at km. 54)   |

km.

- branches off S. From this point the Šabac road runs along an embankment close to the river on the edge of a marshy plain extending for 8 km. from NE. to SW. and about 4 to 5 km. broad. It is called the **Makiš**. The deep stream of the **Save** forms the boundary between Austria and Serbia.
- 16½ **Ostružnica**. Above this point the hills (100 to 200 metres) approach the river. Road continues close to r. bank in a general S. direction. The embankment mentioned above continues as far as—
- 22 **Umka**. From this point road runs across the ends of several low spurs which come down to the river.
- 28 The **Save**, here about 1 km. N. of the road, begins to make a considerable detour to the N. Road continues W. by S. along foot of hills.
- 29 Junction of the **Tamnava** with the Save is about 1½ km. N. of this point.
- 31½ Road having turned NW. crosses the **Lukavica**.
- 32 Road crosses the **Tamnava**.
- 33 **Obrenovac** (see Div. IV, Route 39).
- 34 At the W. end of **Obrenovac**, road crosses railway and runs in a W. direction along crest of a slight rise in a marshy plain.
- 39 Road turns NW.
- 46 **Skela** village on the Save. From this point road runs along river bank in a general SW. direction.
- 53 **Ušće** village SE. of road.
- 56 River here begins to make a considerable detour N. Road continues in a W. by S. direction, entering undulating ground, and ascends gradually. A rough track continues to follow the river bank to **Šabac**.
- 60½ **Debrč** village. Road here begins to run NW. A rough track branches to **Novo Selo**, 2 km. NNE.
- 61½ Alt. 195 metres. Road from **Ub** enters from SSE. (see Div. IV, Route 39, at km. 37, and Div. IV, Route 48).
- 64 Track from **VALJEVO-ŠABAC** Route (A) enters from the SW. (see Div. IV, Route 41 (A), at km. 49½).
- 65½ **Crvena** village to E. of road, from which a track runs E. to the **Save** (5 km.).
- 68½ **Trbušac** village E. of road. Track to the Save, the course of which is from this point roughly parallel to the road and about 3½ km. distant from it.
- 70½ Alt. 146 metres.

|     |   |
|-----|---|
| km. |   |
| 72½ | <b>Miokus</b> village. Tracks to the Save.  |
| 74½ | Road crosses the <b>Dobrava</b> .   |
| 75½ | Alt. 106 metres. Road enters plain.   |
| 80½ | <b>VALJEVO—ŠABAC</b> route (IV, 41) enters from S. The <b>Save</b> is about ½ km. distant on the N. Road from this point crosses a marshy plain on an embankment. |
| 84  | <b>ŠABAC.</b>   |

## ROUTE 48

UB—ŠABAC, 48 km.

|     |  |
|-----|--|
| km. |  |
| 0   | <b>UB</b> , on the <b>VALJEVO—OBRENOVAC</b> road (see Div. IV, Route 39, at km. 35). From <b>Ub</b> the route to <b>Šabac</b> follows the <b>Obrenovac</b> road. |
| 2   | Route to <b>Šabac</b> leaves <b>Obrenovac</b> road in a NW. direction across a plain watered by numerous streams flowing E.                                      |
| 7½  | <b>Vrelo</b> . Road proceeds across gently undulating country.   |
| 11½ | <b>VALJEVO—BANJANI</b> track (see Div. IV, Route 40) enters from SW.   |
| 12  | <b>Banjani</b> .   |
| 14  | Alt. 135 metres.   |
| 15½ | General direction of road alters to NNW.   |
| 19  | Road crosses the <b>Vukodraž</b> stream and ascends hills to N. side of valley.  |
| 20½ | Alt. 170 metres.   |
| 22½ | Road descends into a small valley.   |
| 23½ | Bottom of valley. <b>Vlasanica</b> village (alt., 147 metres W. of road). Road ascends.  |
| 25½ | <b>Debrč</b> , 195 metres. Road joins the <b>BELGRADE—ŠABAC</b> road (see Div. IV, Route 47, at km. 61½), which it follows to—                                   |
| 48  | <b>ŠABAC.</b>  |

## ROUTE 49

## ŠABAC—MITROVICA—CRNA BARA, 57 km.

NOTE.—Besides the route to **Mitrovica** along the Save, there is a track branching off from the ŠABAC—LJEŠNICA route on the outskirts of Šabac and leading NNW. by **Tabanović** (8 km.), **Pričinović** (13 km.), **Uzveće** (17 km.), **Glušci** (22 km.), the water-cuts of the **Bitva**, and past **Noćaj** (26 km.) into **Mitrovica** (32½ km.).

km.

0     **ŠABAC.** Road leaves Šabac in a N. direction and follows r. bank of the **Save**. It is apparently embanked the whole way to **Crna Bara**.

1½     Customs house on outskirts of Šabac. Railhead of **Klenak** is on the Hungarian bank opposite this point.

**Jerez** stream a short distance from causeway on the W. until km. 8½.

8½     Customs post. Cross-tracks (a) NW. to **Pričinović** (5½ km.) and (b) NNW. to **Ševarice** (6 km.).

12½     **Drenovac** village NW. of road.

The road here diverges from the river, proceeding N. by E., while the Save is here flowing from NNE. to SSW.

17     Road turns NW.

22     Road rejoins **Save**.

24     From this point for 3 km. the road crosses a series of water-cuts.

29     **Mitrovica.**

Mitrovica, on the Serbian bank of the Save, is a small river port opposite the much more important place Mitrovicza on the Hungarian bank. The latter (called in German Mitrowitz) was before the war a thriving town of 11,500 inhabitants: it lies on the railway line running from India (on the Budapest—Belgrade line) to the important junction of Vinkovce.

Here a road from **Zminjak** and the ŠABAC—LJEŠNICA road enters from SW. (see Div. IV, Route 51, at km. 20½).

34     Road turns in a WSW. direction, diverging from the river, which it leaves to the N.

Houses of Zasavica village along the road. Long narrow strip of water behind the houses on the S. side of the road.

39     **Zasavica** church. A village street runs N. by W. towards the river (3 km.).

|     |  |
|-----|--|
| km. | The <b>Crna Bara</b> road turns NW. along the NE. side of a winding strip of water.        |
| 41½ | Road turns SW. still skirting water for ½ km. farther.                                     |
| 43½ | Road again approaches the <b>Save</b> , near the beginning of Ravnje village.              |
| 45½ | <b>Ravnje</b> on the <b>Save</b> .<br>Road continues W. Course of river makes a detour NW. |
| 47  | <b>Save</b> about ⅔ km. distant, flowing NE:<br>Road turns SW. and eventually S.           |
| 49  | Road rejoins <b>Save</b> .   |
| 50  | Customs post.  |
| 52  | Road turns S. leaving the <b>Save</b> , which above this point makes a detour to W.        |
| 57  | <b>CRNA BARA.</b>  |

## ROUTE 50

## ŠABAC—BOGATIĆ—CRNA BARA

This appears to be a moderately good road.

|     |   |
|-----|---|
| km. |   |
| 0   | <b>ŠABAC.</b> The route leaves Šabac by the <b>Lješnica</b> road (Div. IV, Route 51) going WNW. |
| 6½  | Route branches off NW.  |
| 7¼  | Road crosses Šabac-Lješnica railway, immediately E. of <b>Štitar</b> railway station.           |
| 9   | <b>Štitar</b> village.<br>Road turns WSW. for about 2 km. and then bends NNW.                   |
| 12  | Road crosses the <b>Veliki Jerez</b> , a tributary of the <b>Save</b> , here flowing NE.        |
| 14½ | <b>Belotić</b> : large village.   |

A track leads N. to **Metković** (5 km.), to **Glušci** (9 km.), across several water-cuts and along causeway to **Noćaj** (13 km.), and thence to **Mitrovica** (19 km.).

Route leaves the W. end of **Belotić** and takes a direction somewhat W. of NW., running along a causeway.

|    |  |
|----|--|
| 18 | Road crosses the <b>Bitva</b> .            |
| 19 | Outskirts of—                              |
| 22 | <b>Bogatić</b> : large straggling village. |

km.

Cross-roads (a) E. to **Metković** (6 km.), (b) NNE to **Glušci** (8½ km.), (c) SW. to **Klenje** (5½ km.) and to **Badovinci** (11 km.) (Div. IV, Route 52, at km. 150), and (d) S. to **Zminjak** (11 km.) (Div. IV, Route 51, at km. 20¼).

The Crna Bara road leaves Bogatić on the NW., passing along a causeway.

26 **Sovljak.** From this point continuous houses along the road to Crna Bara.

28 **Glogovac** village.

30 **CRNA BARA.**

## ROUTE 51

ŠABAC—LJEŠNICA, 37½ km.

This road is reported to be fit for heavy motor traffic throughout.

km.

0

### ŠABAC.

The road leaves the NW. side of Šabac and strikes across the plain in a WNW. direction, having the railway on its N. side. On the outskirts of the town a cross-road branches NNW. leading past several villages to **Mitrovica** (see note to Route 49).

6½

The ŠABAC—CRNA BARA road (Div. IV, Route 50) branches off NW. Route takes a general WSW. direction.

11½

**Slepčević.** Track leading E. to Šabac and NW. to **Dublje** and **Klenje**. (For **Klenje** see Div. IV, Route 50, under km. 22.)

15

Railway station on N. side of road.

Road makes a detour to S., leaving railway, which proceeds SW.

16½

### Duvanište.

17¼

Cross-road leads S. to **Lipolist** (4 km.).

20¾

Road rejoins railway, on the N. side of which lies **Zminjak** village.

A branch road leads N. through **Zminjak** to **Bogatić** (11 km.) (Div. IV, Route 50, at km. 22).

The Lješnica road proceeds SW., between the railway to the NW. and a marsh to the SE.

21¾

Railway station. From this point almost continuous rows of houses on both sides of the road for several km. (**Petlovača** and **Ribari** villages).

- km.  
26 **Ribari** village. A track branches N. to **Klenje** at 11 km. (see Div. IV, Route 50, under km. 22), and at 6½ km. another track branches off NW. 4 km. to **Badovinci** (see Div. IV, Route 52, at km. 150).
- 29 **Prnjavor** village and railway station.  
Road to **Crna Bara** (see Div. IV, Route 52, at km. 139) branches NNW.
- 34 **Novo Selo.**
- 37½ **LJEŠNICA.**  
Pop. 1,200. Situated on the r. bank of the **Drina** between the N. end of the fertile Lozničko Polje and the SW. corner of the broad Mačva plain which lies between the lower course of the Drina and the Save. Immediately E. of the town rises Vidojevica hill (404 metres). Lješnica is on the Šabac-Loznica-Koviljača narrow-gauge line. The Jadar flows into the Drina about 3 km. to the SW. of the town. The Bosnian town of **Janja** lies on the opposite bank of the Drina.

## ROUTE 52

BAJINA BAŠTA—ROGAČICA—ZVORNIK—LOZNICA—  
LJEŠNICA—CRNA BARA, 160 km.

## ALONG RIGHT BANK OF THE DRINA

The only information available about this route is that between Rogačica (11½ km.) and Ljubovija (46½ km.) it is reported to be fit for heavy motor traffic; and between the latter place and Loznica (113½ km.) to be fit for wheeled traffic other than heavy motors. Between Loznica and Lješnica (130½ km.) it is reported to be fit for heavy motor traffic.

km.

0

**BAJINA BAŠTA.** Road starts in a N. direction.

1½

Road reaches r. bank of the **Drina**, which as far as Lješnica (see km. 130½) it closely follows throughout its numerous windings.

The direction of Rogačica from this point is slightly N. of NE. The hills on either side are close to the river. They rise to 600–900 metres.



km.  
11½

Mouth of the valley of the **Rogačica** stream. Village of **Rogačica** 1 km. up valley E. of this point.

Road from **Užice** enters from the **Rogačica** valley (see Div. IV, Route 34).

Road from **Valjevo** enters from the NNE.

From **Rogačica** to **Ljubovija** general direction of route is NW. It closely follows r. bank of the Drina. The hills on either side recede from the stream in places, leaving flat foreshores, ½ km.—1 km. in width. Numerous scattered villages on hill-slopes to E. On l. (Austrian) side of the river a road follows W. side of valley. In 1912 it had apparently not been brought farther south than the village of **Abdulić** (see under km. 23 below).

23 Strip of low land on the l. bank. **Abdulić** village (Bosnia) in this neighbourhood. Here apparently is the S. end of l. bank road (see above).

27 **Bačevica** village on r. (Serbian) bank. Customs post.

**Faković** village on l. (Austrian) bank a short distance above **Bačevica**.

31 **Trešnjica** stream enters Drina from ENE. Road crosses it immediately above its mouth.

36 Serbian Customs post.

38½ Road crosses the **Rukavička**, a r.-bank affluent of the Drina. Low foreshore between road and river from this point.

44 Valley here about 2 km. broad. Large village of **Voljavica** on l. (Austrian) bank.

46½ Road crosses **Ljubovigja**, a r.-bank affluent of the Drina. On the opposite (N.) side of the **Ljubovigja** is the town of **Ljubovija** situated at the foot and on the side of a spur jutting out into the river Drina.

A road branches NE. up the valley of the **Ljubovigja** leading to **Pecka** and thence either to **Valjevo** or **Zavlaka**. Large island in the Drina opposite **Ljubovija** (see Div. IV, Route 42, under km. 34½).

On the l. bank, mouth of the valley of the **Krizevica**, a l.-bank affluent of the Drina. A road runs up the **Krizevica** valley, leading to **Milići** and **Vlasenica**, and thence either to **Sarajevo** or to **Tuzla** (see under km. 74).

km.

From Ljubovija to Mali Zvornik the road and Drina valley have a general NW. direction. Hills rise close to the river banks, or leave foreshores  $\frac{1}{2}$ –1 km. broad.

49 Serbian Customs post. Below this point the valley contracts.

51 $\frac{1}{2}$  Lonjin.

53 $\frac{1}{2}$  Road crosses the **Gračanica**, a r.-bank affluent of the Drina. A track branches up the r. bank of the Gračanica leading to **Krupanj** (21 km., alt. 263 metres). The highest point on this road is 835 metres (**Sanac** hill, 4 $\frac{1}{2}$  km. from **Krupanj**).

56 Road crosses the **Uzovnica**, a r.-bank affluent of the Drina.

66 Road crosses the **Velika Reka**, a r.-bank affluent of the Drina.

74 Serbian Frontier Customs post.

The Drina valley is here about 1 $\frac{1}{2}$  km. broad.

**Drinjača** river enters the Drina on the l. (Austrian) bank. A road leads up the Drinjača valley and then up the valley of the Bosnian Jadar to **Milići** and **Vlasenica**, and thence to **Sarajevo** and **Tuzla** (see under km. 46 $\frac{1}{2}$ ).

77 Road crosses the **Triješnica**, a r.-bank affluent of the Drina.

81 Serbian frontier post.

86 $\frac{1}{2}$  **Mali Zvornik**.

88 $\frac{1}{2}$  Serbian Customs post. Town of **Zvornik** on Austrian side of the Drina. Road from Zvornik to **Tuzla**, from which an inferior route branches off to **Kladanj** and **Sarajevo**.

From Zvornik to **Koviljača** the general direction of the Drina valley is N.

92 $\frac{1}{2}$  Road crosses **Radalj**, an affluent of the Drina. On the l. (Austrian) bank below this point there is a plain about 3 km. broad at the mouth of the valley of the **Sapna**, an affluent of the Drina. A road runs up the **Sapna** valley in a NW. direction leading to Bosnian **Priboj**, and thence to **Brčko** on the Save.

95 $\frac{1}{2}$  Road crosses the **Barinska**, an affluent of the Drina.

98 Islands in the Drina. On l. (Austrian) bank hills approach to within  $\frac{1}{2}$  km. of the river, and then recede again, leaving a plain 1–2 km. broad.

102 $\frac{1}{2}$  **Kozluk**, large village on l. (Austrian) side of valley.

Hills on r. bank here slightly recede from the river.

104 A spur closes in on r. bank, and the river makes a semi-

- km. circular bend to E. Road bends round foot of spur and runs E. to—
- 106½ **Koviljača.** Terminus of narrow-gauge railway running via Loznica and Lješnica to Šabac.
- Below this point the valley broadens into the plain (18 km. by 7 km.) called the **Lozničko Polje**, lying on the E. side of the Drina, which skirts it, flowing in a general NNE. direction. The course of the river below Koviljača to its mouth is broken up by numerous islands.
- Road from Koviljača gradually diverges from river, running in a general ENE. direction to Loznica.
- 111½ Road turns E. into **Loznica** town.
- Branch road leads WNW. to river (2 km.), where there is a Customs house.
- 112 Road crosses railway.
- 113½ **Loznica.** On leaving Loznica, road proceeds NNE. over the middle of the plain, crossing on its way a number of small streams draining into the Drina. Railway runs E. of the road, diverging from it gradually to a distance of 2½ km.
- 119 Road crosses **Zeravija**, an affluent of the Drina.
- 120½ **Sor** village.
- 124 Road crosses small stream. Right bank of Drina about 1 km. to W.
- 127 Road crosses the **Jadar**, an affluent of the Drina.
- 128½ Road crosses the **Ziča**, a northern arm of the Jadar.
- 129½ Road crosses **Lješnica** river.
- 130½ **Lješnica.**
- From Lješnica the route follows the Šabac road in a NE. direction for 6½ km., entering the **Mačva** plain between the Drina and Save. Numerous large villages along the road.
- 132 Road crosses the railway from W. to E., and accompanies it on its SE. side.
- 134 **Novo Selo**, large village. From this point a road leads N. across the plain for 8½ km. to rejoin the route at 144 km. (see km. 144, below).
- The route continues NE. along the Šabac road.
- 139 **Prnjavor** village and railway station.
- Road to Šabac (Div. IV, Route 51, at km. 29) proceeds NE., while the road to Crna Bara branches off to NNW., crossing the Šabac railway.
- 144 Track from **Novo Selo** mentioned under km. 134 above here rejoins the route from the S.

|     |   |
|-----|---|
| km. | Road from this point proceeds N. Drina about $2\frac{1}{2}$ km. to W.   |
| 150 | <b>Badovinci</b> , large village. Track to NE. leading past <b>Klenje</b> (5 km.) to <b>Bogatić</b> (11 km.) on the <b>ŠABAC-BOGATIĆ-CRNA BARA</b> route (Div. IV, Route 50 at km. 22). |
| 155 | From Badovinci the Crna Bara road continues N. by E. <b>Crnabarski-Salaš</b> village.   |
| 160 | <b>CRNA BARA.</b>   |

## V.—WESTERN DIVISION

### ROUTE 1

#### CATTARO-BUDUA-ANTIVARI, 64 km.

Diligences run from **Cattaro** to **Budua** in 4 hrs., and the road is fair.

From **Budua** to **Antivari** the old road is poor and hilly, but a motor road is being constructed.

The Austrian 1 : 200,000 map (1912) shows the road as a carriage road from Cattaro to Budua and thence to Antivari as intermittently a road for wheels and a track.

km.

0

#### **CATTARO (Kotor).**

Pop. (1910) 6,041 ; half are Roman Catholic and half Orthodox. The town lies on the SE. end of the Gulf of Cattaro, the easternmost of the four main arms which form the fjord which is entered from the Adriatic through the **Bocche di Cattaro**. The fjord is used by the Austrians for naval purposes, and is a very fine natural harbour. Mountains hem in the fjord on all sides. The town is built upon a narrow ledge between the mountains and the waters of the fjord. It is the seat of Roman Catholic and Orthodox bishops. The streets are narrow, but well paved. The peace garrison was about 3,000 men. Cattaro is strongly fortified. Defensive works at **Castelnuovo** on N. shore of the fjord guard the entrance to the Bocche di Cattaro. On the land side, long walls run up from the town to San Giovanni castle, high above it. There are also forts to the N. on the barren hills of Krivoši which lie between Herzegovina and Montenegro.

The town is entered from the harbour by the Porta del Marina ; from the N. by the Porta Fiumera ; from the S. by the Porta Gordicchio.

Leave Cattaro by Porta Gordicchio. Road runs S. in winding ascents.

- km.  
6 **Fort Trinità.** Alt. 231 metres. (Here the road to Njeguš, Cetinje, and Rijeka goes off l. See Div. V, Route 2.) Continue S.
- 9 **Sulvara, l.**  
12½ Alt. 88 metres.
- 13 Reach **Zupa** stream and follow down l. side of the valley.
- 17½ Alt. 19 metres.  
18½ Cross stream and ascend SE.
- 21 Alt. 192 metres.  
22 Hill  $\frac{3}{4}$  km. r. and SW. (alt. 389 metres). The sea is  $\frac{1}{2}$  km. beyond the hill.
- 23 **Budua.** Steamboat station of Austrian-Lloyd, Ungaro-Croata, and Ragusa Companies. The little town has dark, narrow, and angular streets, and is built on a point of land jutting into the sea. Connected with the mainland by an isthmus which is often submerged by the sea. The town is surrounded by walls. At the end of the promontory are barracks.  
Continue E. along the N. shore of the bay.
- 26½ Alt. 19 metres.  
29½ **Przno.**
- 31 **San Stefano.** Church, r. A little walled town. Zigzag ascent follows.
- 33 Alt. 273 metres. Chapel, l.  
38 **Katun.** Church, r.
- 40 **Castellastua.** Two churches, r. Descend.  
41½ Road reaches coast and then bends inland over low ground and runs at an average distance of about 2 km. from the coast till km. 52, below, is reached.
- 42½ Cross two streams and continue over low ground.  
43½ Ascend.
- 47 Alt. 124 metres. **Mišić.** Church, l. Descend.  
48 Cross a stream. Winding ascent follows and then descent.
- 52 Road approaches close to the sea.  
54 Church, r., near the sea. Follow the coast round **Spizza** bay.
- 55 Cross a stream.  
56½ **Spizza** point. An Austrian outpost from which Antivari can be commanded. Alt. 18 metres. 1 km. E. is a hill (alt. 260 metres) with a chapel upon it.

km.

- 1½ km. farther E. there is another hill (alt. 885 metres). There is an office of the Austrian-Lloyd and Ragusa Steamship Companies.
- There is no town or harbour at Spizza. The village of **Sutomore** lies on the coast before reaching the point.
- Road follows the coast with hills on l.
- 59 Hills give place to low land, l.
- 60 Cross a stream (Austrian-Montenegrin frontier). Royal villa on farther side.
- 62 Meet road and rail from Antivari to Virbazar. Turn r. and W. at right angles.
- 64 **ANTIVARI** (Pristan port : see Div. V, Route 3).

## ROUTE 2

CATTARO-CETINJE-RIJEKA, 56½ km. (FOR ANTIVARI)

WITH BRANCH TO DANILOVGRAD

The road from **Cattaro** to **Rijeka** *via* **Cetinje** is a motor road over the mountains, and is splendidly engineered and made. The distance is about 56½ km. (one authority gives 59 km.). The journey in a carriage to Rijeka takes about 8½ hours and about 7½ in the reverse direction. The times given intermediately below are those of a carriage from Cattaro.

km.

- 0 **CATTARO (Kotor)**. Leave town by Porta Gordicchio. Pass the village of **Skaljari** and through a valley wooded with oak. Then ascend.
- 6 **Fort Trinità**. Alt. 231 metres. ¾ hr. by carriage from Cattaro.
- Here cross-roads meet :—
- (1) Road from Cattaro.
  - (2) R. and NW. to **Teodo** (8 km.) on the Bay of Teodo (part of Cattaro Fjord) and an Austrian naval station.
  - (3) Straight on S. to **Budua** and **Antivari** (see Div. V, Route 1).
  - (4) L., the road to **Cetinje** followed below.

km.

Bend sharply l. The road here is half cut out of the rock and half built out over the ravines on walls which are sometimes 12 metres high. It winds constantly in order to turn jutting points of rock, and rises gradually by a gradient of about 1 in 17 along the flank of Mt. Lovčen, which rises on r. Skirt Mt. Gorazda, at first towards S. and then to the N. and E., and cross the Zviondak torrent. Thence steady ascent by many curves and zigzags.

11 Alt. 467 metres. Here the road, in order to reach this elevation, has bent back to within  $1\frac{1}{2}$  km. of Cattaro in a direct line.

15 Road-menders' hut. Alt. 622 metres. 2 hrs. by carriage from Cattaro.

21½ Austrian-Montenegrin frontier, marked by slabs of stone across the road,  $2\frac{3}{4}$  hrs. by carriage from Cattaro. Alt. 905 metres. Thence NE. past a cavern on the r. to the top of the pass (alt. 930 metres) at the foot of the Lovčen mountain (alt. 1,759 metres). Thence through a bleak district, descending slightly, to—

25 **Krstac.** Guard-house.

An old paved track descends directly and steeply to Cattaro.

A track or cart road leads r., and presently divides into two branches, which encircle Mount **Lovčen**. These branches reunite on the SE. side of the mountain about 6 km. from Krstac, at an altitude of 1,393 metres. The track now leads SE. and E., descending to an altitude of 1,264 metres at  $7\frac{1}{2}$  km. near Blatište, where there is a royal villa. The road (now a carriage road) descends at 10 km. more sharply by zigzags, and joins at 19 km. the main road (below) 1 km. before Cetinje.

28 **Njeguš**, 870 metres. Pop. 1,200. The village lies in the basin of a former lake on NE. slope of Lovčen mountain. To l. is one of the king's residences. The country round is arid, surrounded on all sides by bare lofty mountains. Poor cultivation and scattered houses in the Njeguš basin, which the road traverses. It then climbs the mountains to E.



km.

Ascend in windings to the head of the pass. Alt. 1,133 metres. Good view towards Nikšić NE. and Lake Scutari SE. Descend to—

34½

**Cekanje inn.**

Here is a branch l. to **Danilovgrad** (see Div. V, Route 3, under km. 77, road Podgorica–Nikšić at km. 20½). This road is said to be now fit for motors. The details and distances given below are from Austrian 1:200,000 map, 1908 and 1912, on which this road is marked as a carriage road for the first 24½ km., then as a cart track from km. 24½ to km. 39, and then as a carriage road for the last 8 km.

km.

|     |   |
|-----|---|
| 0   | <b>Cekanje.</b>                                     |
| 2½  | Alt. 856 metres.                                    |
| 4½  | <b>Vojkovići church.</b>                            |
| 6   | <b>Kučista church.</b>                              |
| 9   | <b>Ubli church,</b> alt. 765 metres.                |
| 12  | <b>Resna.</b>                                       |
| 16  | <b>Malosindo,</b> alt. 831 metres.                  |
| 19½ | Alt. 753 metres.                                    |
| 22  | Bear E.   |
| 22½ | <b>Vojnići.</b> Bear SE.                            |
| 24½ | Alt. 845 metres.                                    |
| 28  | <b>Makljen.</b> Bear NE.                            |
| 32  | <b>Crkvina.</b> Bear SE.                            |
| 34  | <b>Gornja Markovina :</b> church : alt. 782 metres. |
| 39  | <b>Gornja Zagarac,</b> alt. 494 metres.             |
| 41  | Church, r. : bear NE.                               |
| 42  | Bear N.   |
| 44½ | Cross <b>Endek</b> stream by a bridge.              |
| 47  | <b>Danilovgrad,</b> alt. 61 metres.                 |

Descend to the Cetinje basin ('polje'; average alt. 638 metres) at—

38

**Bajce.** The road crosses the plain to Cetinje.

41½

Road from Krstac enters (see km. 25 above)

42½

**CETINJE,** 672 metres. 6½ hrs. by carriage from Cattaro. Pop. 5,500. Capital of Montenegro and residence of the king and of the Vladika. A small country town in a cultivated plain. There is a cartridge factory.

The road on to Rijeka (14 km.) climbs over the Granica

km.

edge of the Cetinje basin, passing the Belvidere ( $\frac{1}{2}$  hr. from Cetinje: alt. 842 metres). It then descends through a limestone region with the luxuriant valley of **Dobrskoselo** and the village of the same name (alt. 364 metres) far below. The road then continues to descend through a narrow valley with luxuriant vegetation.

56 $\frac{1}{2}$ 

**RIJEKA** (see Div. V, Route 3 (A), at km. 50).

### ROUTE 3

ANTIVARI—VIRBAZAR—RIJEKA, AND SAN GIOVANNI DI MEDUA—SCUTARI, TO PODGORICA AND SJENICA,

VIA MATIŠEVO, KOLAŠIN, AND BIJELOPOLJE; WITH BRANCHES FROM DULCIGNO, AND TO NIKŠIĆ, PLEVLJE, AND PRIJEPOLJE

#### (A) ANTIVARI—PODGORICA

km.

0

**ANTIVARI (Bar).** This is New Antivari or **Pristan** port. The old town (Stari Bar) lies inland,  $\frac{1}{2}$  hour's drive through barren country, near the junction of the Dulcigno and Virbazar roads (see the branch road detailed under km. 3 $\frac{1}{2}$  below, at km. 30). Antivari has been Montenegrin since 1878.

Royal villa on the shore of the bay. (At N. horn of the bay is **Spizza**, Austrian military station, which commands it.)

From the port there is a narrow-gauge railway 44 km. to **Virbazar**. (For this line and the harbour of Antivari, see Section on Railways, p. 382.)

The carriage road is fit for motors. It ascends the **Sutorman** range (844 metres is the greatest height on road). It then descends gradually, passing village of **Boljevići**, and so to **Virbazar**. It is very well engineered.

3 $\frac{1}{2}$ 

Good carriage road comes in r. from Dulcigno, 31 $\frac{1}{2}$  km. SSE., as follows.

km.

0

**Dulcigno (Ulcinj).**

Pop. (1900) 5,000. Montenegrin since 1880. Seaport on the Adriatic, built partly on the shore, partly on a promontory, and shut in by hills. On

| km.              | km. |   |
|------------------|-----|---|
|                  |     | the promontory is the mediaeval town with castle. Many Turks, some Albanians and Italians. R.C. cathedral. Open roadstead. Some shipbuilding and fishing. Harbour liable to silt.   |
| 2                |     | At eastern outskirts of Dulcigno, road turns sharply NW., and runs along inland slope of the coastal hills.   |
| 7                |     | Cross a col. Alt. 408 metres $\frac{1}{2}$ km. W. of road. Descend.   |
| 8 $\frac{1}{2}$  |     | <b>Krūsa</b> , 77 metres. Road now follows generally the seaward slopes of the hills (Mužur Planina).   |
| 13               |     | Here road is within 1 km. in a direct line from the sea-shore, but it now turns sharply E. and inland for 3 km., keeping always at a considerable elevation.  |
| 19               |     | <b>Kunja</b> , 325 metres.  |
| 24               |     | Road is again about 1 km. from the shore, at Mrković Bay.   |
| 25               |     | <b>Dobravoda</b> . From here descend to the small coastal plain bordering the Bay of Antivari.  |
| 30               |     | <b>Stari Bar</b> (Old Antivari), r. The old town lies on a strip of plain between Adriatic and Sutorman range. The peak Rumija (1,593 metres) overshadows it. It lies hidden in olive groves; within these is a round walled village with the shell of a Venetian fortress. Mosques and bazaars, Turkish rather than Montenegrin. Roman Catholic archbishop.  |
| 31 $\frac{1}{2}$ |     | Junction with Antivari-Podgorica road.  |
|                  |     | From <b>Dulcigno</b> direct to <b>Scutari</b> , about 30 km. (9 $\frac{1}{2}$ hours on horseback). There is a horse-track which passes by <b>Zogāi</b> , <b>Sveti Gjorgji</b> (Sh'nerj). The Boyana is usually crossed by ferry at <b>Belāi</b> , whence the track proceeds to a point on the l. bank opposite Oboti, and follows the river up, joining the Scutari road at the Drinassa bridge near Bakchelik (see route B, below, at km. 44). Wheeled vehicles can pass during the dry season from Belāi. Alternatively, continue on r. bank from point opposite Belāi to <b>Gorica</b> (here comes in horse-track from <b>Antivari</b> : see below) and <b>Samrič</b> . From Samrič to <b>Scutari</b> the road was being repaired in 1912. It keeps on r. side of the <b>Boyana</b> and crosses that river by a large wooden bridge at the point where it leaves Lake <b>Scutari</b> . |

km.

It is possible to reach **Scutari** direct from **Antivari** by proceeding along the **ANTIVARI-DULCIGNO** carriage road for 15 km. and then by horse-track over the hills and down to **Gorica** (32 km. in all) on a route between **Dulcigno** and **Scutari**.

13 Alt. 844 metres.

21 Alt. 425 metres.

30 **Virbazar**, 14 metres. To reach railway station cross a bridge.

**Virbazar** is situated on a marshy stream which runs into **Lake Scutari**. It is a place of call for the lake steamers. It may be necessary (at any rate when the water in the lake is low) to row out to reach steamers, but in September 1915 it was reported to be unnecessary to row out, as a canal had been cut  $2\frac{1}{2}$  metres deep at low water.

There is a quay 50 metres long and 2 metres above the water level. It has an inclined plane and a hand crane capable of lifting 3 metric tons direct from railway wagons into the steamers. A basin has been excavated opposite the quay. A warehouse on the quay.

From **Virbazar** to **Rijeka** there is a good mountain road suitable for motors. Proceed N. across the plain for 1 km. The road then mounts with some curves. A long series of ascents and descents follows.

41 Alt. 246 metres.

49½ Cross river by a bridge to—

50 **Rijeka**. Alt. 22 metres. Pop. 1,500. On river **Crnojevica**,  $7\frac{1}{2}$  km. from its junction with the lake, situated amid hills. A navigable channel has been cut but it does not reach right up to the village. There is room for the steamers to turn at the top of the navigable channel. Warehouse on the quay. There is also a dry dock. The village is served by a small launch communicating with the lake steamer.

From **Rijeka** there is a good motor road to **Cetinje**, 15 km., and on to **Cattaro** (see Div. V, Route 2).

55 **Roši**. Alt. 131 metres.

58 Alt. 187 metres, followed by rise to **Kamenica** (*han*), 220 metres.

61 **Brezina**. Alt. 160 metres.

km.

65½

69½

**Kokoti.** Alt. 180 metres.

**Farmaki.** Alt. 39 metres. Road crosses the river **Sitnica** (usually dry), and reaches the plain of Podgorica. At the village of **Ljesko** road reaches the river **Morača**, and keeps on its r. bank, passing Podgorica on the l. bank, until 2 km. N. of Podgorica, where a fine Turkish bridge (alt. 35 metres) at **Momišići** carries the road over the **Morača**. The road then turns S. 2 km. to—

77

**PODGORICA**, 30–50 metres.

Pop. (1900) 5,500. Statesman's Yearbook, 1915, gives it as 14,000. Wireless telegraph station. Podgorica lies on l. bank of **Morača** river in a fertile plain which extends to Lake Scutari. **Ribnica** stream separates the old Turkish and the new Montenegrin quarters. Exports agricultural produce and live stock to Cattaro *via* Rijeka and Cetinje. Podgorica has been Montenegrin since 1878.

## PODGORICA–DANILOVGRAD–NIKŠIĆ

km.

Up the Zeta valley. This road is passable by motors.

0 **Podgorica.**

2 Cross **Morača** by stone bridge at **Momišići** (above, under km. 69½) and proceed up its r. bank. On l. bank are ruins of the Roman town of Duklje (Dioclea).

3½ **Zeta** river joins the **Morača**. Proceed up r. of Zeta valley, here a narrow defile. Stream swift and deep, unfordable for several km.

11½ **Spuz**, 52 metres. Pop. (1895) 1,000. Situated in a very fertile basin. There is a track from here to (56 km.) **Kolašin**, passing over the **Maganik** range, 1,404 metres at 25 km., and passing at 43 km. the **Morača** monastery on the upper **Morača**. Between **Spuz** and **Danilovgrad** the plain is swampy.

14 Cross **Susica** river by bridge.

20½ **Danilovgrad**, 61 metres. Pop. (1895) 1,000. Situated in a fertile valley. Fine woods. The town is built in terraces and is a busy little place. River 110 metres wide here, depth in summer 2 metres, in flood as much as 6 metres.

There is a wooden bridge here 200 metres long.

| km. | km. |   |
|-----|-----|---|
|     |     | There is a road from here, reported fit for motors throughout, going SW. to (47 km.) <b>Cekanje</b> , on the road Cattaro-Cetinje, and (55 km.) <b>Cetinje</b> . (See Div. V, Route 2, under km. 34½.)                          |
|     |     | Continue up r. bank of <b>Zeta</b> .  |
| 24  |     | Road leaves valley bottom and runs along the hillside.  |
| 33  |     | Alt. 216 metres. The road climbs steadily and is well engineered.   |
| 42½ |     | <b>Bogetići</b> . Alt. 513 metres. A sharp bend in the road. The river Zeta emerges from the rocks to the S.  |
|     |     | A road for wheeled traffic goes SE. to the lower <b>Ostrog</b> monastery (639 metres) 3½ km. This and the upper monastery (880 metres) are important places of pilgrimage.  |
|     |     | The <b>Nikšić</b> road cuts over the saddle that divides the lower valley of the Zeta from the high level basin of <b>Nikšić</b> , and winds among rocks. The river follows an underground course of 6 km. beneath the ridge.   |
| 47½ |     | Alt. 750 metres. The road winds down gradually, but in some places steeply, among rocks to the plain.   |
|     |     | The <b>Zeta</b> flows eastward along the S. edge of plain and disappears into its underground channel near <b>Gradina</b> . The plain suffers greatly from floods and the new road is for some distance built on an embankment. |
| 49½ |     | <b>Carevmost</b> bridge (alt. 631 metres) by which the road crosses the upper <b>Zeta</b> at the foot of the slope.   |
| 54½ |     | <b>NIKŠIĆ</b> , 649 metres.   |
|     |     | Pop. 5,000. The town lies in a fertile plain surrounded by hills which rise to heights of 800–1,200 metres. It is well laid out with four long streets radiating from the central square. There is an old fortress.             |
|     |     | For Routes from <b>Nikšić</b> see Div. V, Routes 5–10.  |

(B) SAN GIOVANNI DI MEDUA VIA LAKE SCUTARI-  
PODGORICA-SJENICAkm.  
0**SAN GIOVANNI DI MEDUA (Shinjin).**

A few houses only. Here is a small bay sheltered from the N. by a sandy spit on which boats can land; the beach is low, sandy, and marshy in places. The place affords sheltered accommodation for about a dozen small vessels in  $3\frac{1}{2}$  to 4 fathoms of water. Austrian-Lloyd and Puglia steamers call here. There is a landing stage which is used by small boats landing goods from the larger ships which lie outside in the roadstead. The landing stage has about 6 in. of water at the end of the causeway at low tide; the rise and fall is about 2 ft. The water deepens rapidly.

The Puglia line has two steamers, one a screw boat which can carry 150 tons, and the other a paddle boat with a capacity of 75 tons, which in the flood season (November to April-May) can get right up the **Boyana** to the bridge at Scutari. This is a drawbridge. In dry weather they cannot get higher than **Oboti**, and sometimes not so high. Boats drawing 5 feet can get to **Scutari** when the river is high.

There is a bad bar at the mouth of the river, and ships drawing 5 feet plough through the sand. Goods from **Oboti** are taken up in long flat-bottomed boats, which are man-hauled from the r. bank.

There is a track from **Pulāi** at the mouth of the Boyana to **Scutari** (about 30 km.;  $7\frac{1}{2}$  hours horseback). The direct track Dulcigno-Scutari (above, p. 294) is joined at **Belāi**.

The neighbourhood is extremely unhealthy in summer owing to malaria, which is at its worst in August and September, and continues at any rate into November. San Giovanni Point is the extremity of a low spur running down from a neighbouring ridge (Mali Renchit), otherwise the country to the E. and S. is marshy and flat.

The road runs at first ESE. At 7 km. it bends NE. for  $\frac{3}{4}$  km. and then bends N. to—

8

Steel bridge over Drin to **Alessio**.

**Alessio** (Lesh). Pop. 3,000, mostly Christians. On l. bank near mouth of Drin. In 1906 it was described as moribund and of little importance. It is to a great extent the market and port of the Mirdite country. There is an

km.

old castle on a knoll in the town. The Drin is (1906) navigable for small boats to **Alessio**, and goods for **Scutari** are sometimes landed here.

There is an important horse-track from here to **Prizrend** via **Orosh**. (For details see Div. V, Route 16 B.)

There is a road up l. bank of Drin to **Scutari**. Follows l. bank 22 km., thence strikes over rising ground across W. bend of river, which it rejoins at km. 27. Crosses at (km. 30) **Vaudeñs** (ferry), and proceeds WNW. along **Drinassa** river to **Scutari**, about 45 km.

This road has been improved. In particular a large embankment with wooden bridges, some not in very good condition, has been constructed N. of **Alessio** to carry the road above the flood area. Flooding still occurs but does not hinder traffic, the depth of the water not exceeding  $\frac{1}{2}$  metre. Carriages are driven along the road through the flood water, but not motors. In November 1915 two bridges had been washed away, one near **Jadr** (**Giadri**) and one nearer **Alessio**.

The main road continues on r. bank of Drin. As far as **Baldrin** it has a fair surface, but not a very strong foundation.

13 **Baldrin**. Beyond this point for about 6 km. there is practically no made road. The road then approaches the hills and has a good foundation and fair surface as far as—

25 **Kukli**. Road cuts off E. bend of river and proceeds N. Good surface, but foundation probably insufficiently strong for constant traffic, as far as **Bltoya**.

28 **Barbalushi**.

30 Road rejoins river.

32 Here are tracks:—

(i) S. by W. to **Yush** 4 km.

(ii) WNW. and NNW. to **Boyana** river.

33 **Bushati**.

36½ Near **Rantsa** the Drin bends sharp E.

38 Road bends W. by N. A track goes N. by W. 2½ km. to **Ashti** on the **Drinassa**.

40 **Bltoya**,  $\frac{3}{4}$  km. l. Road now runs through marshes, and is liable to frequent flooding. There are alternative tracks through the hills by the scattered houses of **Brdica**.

43½ **Bakchelik**.

44 Cross **Drinassa** River by a bridge (100 metres long) of wood with wooden piles.



km.  
48

### SCUTARI (Shkodra ; Skadar).

Pop. (1905) 32,000, chiefly Catholic and Moslem Albanians. Principal town of Albania. On SE. shore of **Lake Scutari** near confluence of the **Drinassa** and **Boyana**. The town is grouped round the ancient citadel which stands on a hill. Very liable to floods, particularly since the deflection in 1858 of the Drin to join the Boyana through the Drinassa channel. R.C. Cathedral and Jesuit Seminary subsidized by Austria. The streets are narrow with high walls and houses standing in gardens. There is a large and busy bazaar, recently much damaged by fire. Salonica railway has injured its trade. Exports grain, wool, hides ; cotton stuffs are manufactured.

Malaria is prevalent in summer time.

The quay lies about 1 km. from the town. The road, formerly very bad, was improved during the occupation by the Great Powers. When the lake is low it is necessary to row out for some  $\frac{3}{4}$  hour to join the steamer. The steamers, which are about 50 metres long and draw  $1\frac{1}{2}$  metres, tow three or more heavy loaded barges across the lake.

Small steamers ply to the lake ports. It was reported in November 1915 that none of these was serviceable.

There is a cart-track round the N. of the lake to **Podgorica** via **Tuzi**. From **Tuzi** to **Podgorica** is possible for carriages and the journey takes  $\frac{3}{4}$  hour. The track keeps some distance from the E. shore of the lake outside the flood area. For a short distance from Scutari it is good, and there are many wooden and masonry bridges ; but beyond the torrents of **Rioli** and **Benushi** the track is in bad condition. There are no bridges over these torrents, which have wide pebbly beds. Crossing is almost always possible except during floods, which last but a short time. The track, thus far scarcely fit for wheels, then passes round the **Licheni Hotit** (or ferry across it) and runs towards the mound on which is the old castle of **Helm** (Hum). Before this point there is an embankment over the little arm of the Licheni Hotit. An opening in the embankment, spanned by a wooden bridge, allows the waters of the lake to fill this channel in flood time. From **Helm** there is a road which is not metalled, but is wide and passable by vehicles, and which, after passing **Tuzi** and **Shipchanik**,

km.

crosses the **Zem** (Cijevna) by a fine stone bridge at **Šabanovići**, which was on the Turco-Montenegrin frontier before 1913.

By steamer it is 37 km. NW. across the lake to—

85 **Plavnica**. The few houses lie  $1\frac{1}{2}$  km. from the lake on l. bank of the **Plavnica** stream. Road goes up l. bank and across the plain. Fit for motors.

An authority who passed over this road at the end of November 1915 says the road is still in good condition, but the quay at Plavnica was separated from the shore by  $\frac{3}{4}$  km. of water which had to be crossed in boats. There is a line for trucks pushed by man-power, available in the dry season from Plavnica quay to Plavnica village.

88 A track goes 16 km. l. and NW. across the plain to join **Rijeka**—**Podgorica** road 6 km. E. of **Rijeka**.

94 **Mahala**.

95 $\frac{1}{2}$  Cross **Zem** (Cijevna) stream by a stone bridge about 40 feet long. The road crosses the plain of the **Zem** (Cemovsko Polje) and passes the church and houses of **Srpski**. There are several cart-tracks across the Cemovsko Polje, and one branching r. from the main road before the **Zem** bridge and leading up l. bank to the bridge at **Šabanovići** on the **Scutari**—**Podgorica** track (above).

105 **PODGORICA**.

The above-described roads A and B join at **Podgorica**, and the route which is followed for the next 53 km. is the only available road. (For track direct from **Podgorica** to **Andrijevisa** see below, following km. 158).

#### **PODGORICA—MATIŠEVO**<sup>1</sup>

This section of the road is fit for motors (but see footnote).

Road follows valley of **Ribnica** for 1 km. ; then turns N. to that of the **Morača**.

112 $\frac{1}{2}$  Alt. 73 metres. Cross to r. bank of **Morača**.

<sup>1</sup> An authority who passed over the road from **Matiševo** to **Podgorica** at end of November 1915 says :—Motors go from **Podgorica** to **Lijeva Rijeka**. Here traffic is taken by pack animals to **Andrijevisa**, owing to some bridges having been washed away, among them being **Han Garančić** bridge. All these bridges could easily be repaired. The horses, therefore, follow the old track which keeps down l. bank of **Veruša** (the road just S. of **Han Garančić** crosses and recrosses it) until **Matiševo** is reached.

|      |  |
|------|--|
| km.  |  |
| 117½ | <b>Bioče</b> , 88 metres. Cross <b>Morača</b> and follow r. bank of <b>Mala Rijeka</b> , and then climb plateau between <b>Morača</b> and <b>Mala Rijeka</b> .                                       |
| 123  | <b>Klopot</b> .  |
| 124  | Alt. 450 metres.   |
| 125  | <b>Vilac</b> .   |
| 126  | <b>Peljev-Brijeg</b> . Alt. 473 metres. Ascend over the slopes of Vjeternik by zigzag road for 4 km.   |
| 134  | Alt. about 1,100 metres. Steep winding descent.  |
| 135½ | <b>Jablan</b> .  |
| 136½ | Alt. 964 metres. Cross the <b>Mala</b> stream twice and follow the r. bank of the stream, here called <b>Lijeva Rijeka</b> .   |
| 139½ | Cross stream to church and school of <b>Lijeva Rijeka</b> . Alt. 1,041 metres.   |
| 140½ | Bear E. and ascend.  |
| 143  | Summit 1,260 metres.   |
| 144  | Descend to <b>Veruša</b> stream and follow l. bank.  |
| 145  | Cross to r. bank.  |
| 146  | Recross to <b>Han Garančić</b> , 1,135 metres.   |
| 146½ | Junction of <b>Veruša</b> and <b>Opašanica</b> streams, forming <b>Tara</b> river. Here a track goes r. over the hills to <b>Andrijevisa</b> , rising N. of the Kom range to 1,806 metres at Stavno. |
| 148  | Alt. 1,090 metres. Follow l. bank of <b>Tara</b> .   |
| 153  | <b>Jabuka</b> .  |
| 157  | Cross to r. bank of <b>Tara</b> , 1,040 metres.  |
| 158  | <b>Matiševo</b> , 998 metres. Roads fork. Right fork goes E. by N. to <b>Andrijevisa</b> . (See Div. V, Route 4.)  |

An alternative track from Podgorica to Andrijevisa runs roughly parallel with the old Turco-Montenegrin frontier, on the Montenegrin side, as follows.

|     |   |
|-----|---|
| km. |   |
| 0   | <b>Podgorica</b> . A bare level plain is crossed as far as the stream at its eastern edge; after crossing this stream, bare and rocky hills are ascended, the path being very stony.                                |
| 9   | <b>Premići</b> (2¼ hrs. from Podgorica). The track bears SE. round the mountain of Helm, and is fairly good, being engineered in zigzags on the steeper slopes, and edged with flat slabs; it is about 4 feet wide. |
| 11  | <b>Lopari</b> . A ravine is crossed and its opposite  |

- km. | km. |
- slope ascended to an altitude of 855 metres. The Zem valley now lies below on the SE., the slope being precipitous for nearly 500 metres.
- 16 | **Nikmarash**, a Catholic community, the chief village of the Zatrijebac district,  $4\frac{3}{4}$  hrs. from Podgorica.
- 18 | **Stijepo** (25 mins. from Nikmarash). Alt. 780 metres. Near this the steep slope of the Zem valley falls away, and there is a horse-track down to a bridge over the Zem, 3 km. W. of Han Grabom (see Div. V, Route 13 A at km. 48).
- 19 | **Delāi** ( $\frac{3}{4}$  hr. from Nikmarash). The track is now very stony, and passes over smooth slabs, difficult for horses.
- 20 | **Benkai**.
- 23 | **Poprat** ( $1\frac{1}{4}$  hr. from Delāi). Presently beech woods are reached, and track passes through them for  $\frac{3}{4}$  hr. ; then a slightly undulating plain with mountain pasture is reached.
- 28 | About  $1\frac{1}{4}$  hr. from Poprat (alt. 1,370 metres) a track branches r. through fine beech woods and descends to the Zem ; the heights flanking this valley are otherwise inaccessible hereabouts.
- The track is now well engineered, with zigzags, and generally 4 feet wide. It continues through woods and across stony valleys northward, afterwards ascending to a bare stony waste, and across a saddle from which it descends to—
- 39 | **Rikavac** (upper and lower villages).  $3\frac{1}{2}$  hrs. from Poprat. Alt. 1,484 metres. A short distance beyond, in a grassy valley, is the small Rikavac Jezero (lake), and a path leads E. down the valley to Gusinje, 22 km. (see Div. V, Route 13).
- To the N. are flat pastures, and then a steep slope up to Širokar, which is reached along the W. side of a ravine, the path being bad.
- 41 | **Širokar** (1 hr. from Rikavac). Alt. 1,758 metres. A track to r., which cannot be ridden throughout as it crosses a very steep valley, gives a shorter route to Kurlaj than that followed below. The main path leads round slopes of a valley under Maglić, and is fairly good ; it then

| km. | km. |  |
|-----|-----|--|
|     |     | descends by zigzags to the valley, and from it a track leads l. to Han Garančić (see branch route from Podgorica, above, at km. 146), in 2 hrs. Ascending now to 1,887 metres along a narrow saddle— |
|     | 49  | <b>Kurlaj</b> is reached (3¼ hrs. from Širokar). Track falls and rises between altitudes of 1,637 metres and 1,880 metres, the height at—  |
|     | 56  | <b>Carina</b> (1½ hr. from Kurlaj). Hence there are alternative tracks along the slopes of the Kom mountains, and either down the Peručica and Zloriječica valleys, or by Stavno, to—                |
|     | 73  | <b>Andrijevića</b> (5½ hrs. from Carina <i>via</i> Stavno; the distances by both routes are about the same).   |

## MATIŠEVO-BIJELOPOLJE

There is a good road fit for motors as far as **Kolašin**. From **Kolašin** to **Bijelopolje** there is a horse-track, and a road for motors was expected to be finished in November 1915, but has not been completed.

158 **Matiševo**. Take l. fork. Cross **Dreka** stream by a bridge and proceed down r. bank of **Tara**.

160 Alt. 984 metres.

162½ Alt. 961 metres.

168½ **KOLAŠIN**.

Pop. 1,500, mostly Orthodox. Situated on the r. bank of the **Tara** tributary of the **Drin**. There is an old fortress and a munition factory. Rich grass meadows surround the town. Beyond there are wooded hills thick with fir and beech. In November 1915 most of the motors in Montenegro were reported to be here owing to the breakdown of the bridges to the S. on the road to Podgorica.

Cross the **Svinjača** river and follow down r. bank of **Tara**.

173½ Alt. 904 metres.

175½ Cross to l. bank.

178½ Cross **Štitarića** stream, 879 metres. Road recedes a little from the **Tara** and ascends.

180 **Gornji Prepanj**, 1,087 metres at summit. Descend and cross stream to—

181½ **Štitarička Prepanja**. Ascend.

- km.  
183½ Alt. 1,053 metres. The Tara is here about 20 metres across, and flows between wooded hills.
- 185 Alt. 864 metres. Turn r.
- 187½ **Mojkovac.** Cross to r. bank of **Tara** and turn N. leaving valley, cross hills, and descend into—
- 191 **Lepenac**, near head of **Ljepeštica** valley. Road turns sharp r. and E. down valley to near its junction with the **Lim**.
- 203½ Junction with **Lim** (581 metres). Road turns l. and N. down l. bank of **Lim**.
- 209 **BIJELOPOLJE (Akova).** Alt. 586 metres. Pop. (1906) about 4,000. It is situated on l. bank of **Lim**, which is crossed by a wooden bridge. Gardens and trees round town. An old fort used as a house above the town.

Routes :—

(i) **BIJELOPOLJE—PLEVLJE**, about 50 km.

Various tracks between these two places are marked on the Austrian Staff Map. Men have been recently employed in making a good road, but it has not been finished, and communication between these two places is reported (November 1915) to be bad. Two of the tracks were described in the reverse direction by an authority in 1892 as follows :—

(a) From **Plevlje**, up **Korjen Planina**, along its back to **Mauče** district, where are the springs of the **Čehotina** river (4 hrs.), then over **Stožer Planina** to **Vraneš** district. From **Vraneš** to **Bijelopolje** is 4 hrs. The whole distance is 10 to 12 hrs.

(b) From **Plevlje**, keep to r. side of **Čehotina**, up the steep stony sides of **Motaruge** (4 hrs.). Another 4 hrs. over the **Lisat Planina** to **Kanje** on the **Lim**, thence in 4 hrs. up the **Lim** to **Bijelopolje**.

(ii) **BIJELOPOLJE—PRIJEPOLJE** down l. bank of **Lim**.

This is a horse-track. Distance about 45 km.

- |     |   |
|-----|---|
| km. |   |
| 0   | <b>Bijelopolje</b> : follow l. bank of <b>Lim</b> . |
| 5½  | <b>Podkrajce</b> .                                  |
| 6   | <b>Sutivan</b> on a stream.                         |
| 7   | <b>Han</b> on a stream.                             |

U

| km. | km. |  |
|-----|-----|--|
|     | 8½  | <b>Vralinpolje.</b>  |
|     | 10  | Alt. 554 metres.   |
|     | 11  | <b>Metanac.</b>  |
|     | 12  | Bear W. from Lim.  |
|     | 13  | <b>Kanje</b> on a stream.  |
|     | 14  | <b>Dobrakova.</b>  |
|     | 17  | Track approaches <b>Lim</b> and again leaves it:   |
|     | 22  | <b>Slatina</b> stream: follow it down and in 1 km. cross it.   |
|     | 24  | <b>Brdarevo</b> , on the <b>Lim</b> between the Slatina and Sujaska streams. Follow down <b>Lim</b> .      |
|     | 28  | <b>Orasac</b> , 1½ km. l.  |
|     | 35  | <b>Gračinica.</b>  |
|     | 42½ | Join Plevlje-Prijepolje road after crossing <b>Seljas-nica</b> stream. (See Div. IV, Route 1, at km. 255.) |
|     | 44½ | Cross <b>Lim</b> .   |
|     | 45  | <b>Prijepolje.</b>   |

#### BIJELOPOLJE-SJENICA.

This section of the route is a good horse-track.

The following is an account of it by a traveller (1893):—Left **Bijelopolje** at 8. Followed r. bank of river on a fairly good path wide enough for a carriage in most parts. Big house, square like a tower, on left bank. Reached **Han** at **Bistrica** at 9.45. Path here turns off r., leaving river. Hills as before fairly low with low woods.

Left **Bistrica** at 10.15, ascending steeply for some time to ridge at top; fine pastures and herds of cattle. From the hill-top onwards to **Višna** (*Han*) are meadows. Plenty of spruces and other trees growing all round. Reached **Višna** 1.10, left 1.40. Ascend for a little: path generally very good, bare grass and rocks. Pass between two ridges and descend gradually; rougher grass; at first a little cultivation and a few scattered houses, then grass and loose stones till the level of the Sjenica plain was reached. At 4.30 reached **Sjenica**.

From **Bijelopolje**, cross bridge and proceed down r. bank of **Lim**.

220

Leave **Lim** valley and ascend hills.  
Cross **Bistrica** tributary, turn r.

km.  
231  
248

*Han* at **Višna**.

**SJENICA**, 1,069 metres.

(For routes to **Plevlje**, **Nova Varoš**, and **Priboj**, **Novi Bazar**, and **Ŭsküb**, see Div. IV, Route 1.)

A track, probably passable for wheels for the first 30 km., leads SE. and S. direct to **Ipek** *via* **Rožhāi**. It leads over hilly country past **Zaječici** (7 km.), and **Raždegjinje** (10½ km.), generally ascending, to **Budjevo** (16 km.; alt. 1,241 metres). After this there is a general descent for 11½ km. to an alt. of 1,094 metres (27½ km.), through little-known country across the **Pešter** plateau. Ascending again, **Suhodol** is passed on the l. at 30½ km.; and the track reaches its highest point, 1,674 metres, on the **Kruševica Planina** at 43 km. It then proceeds, generally descending, to **Rožhāi** (Trgovište) (55 km.), where it joins the **Andrijevica-Ipek** route (B) (see Div. V, Route 4), and so reaches **Ipek** (82 km.).

## ROUTE 4

### SAN GIOVANNI DI MEDUA—ANDRIJEVICA—IPEK—MITROVICA

WITH BRANCH TO BERANE AND BIJELOPOLJE

km.  
0  
158

**SAN GIOVANNI DI MEDUA.**

**Matiševo.** For details of this portion see Div. V, Route 3, above.

#### MATIŠEVO—ANDRIJEVICA.

There are an old horse-track and a new motor road between these places.

The road from **Podgorica** to **Andrijevica**<sup>1</sup> is thus described (May 1915):—The road requires mending in many places, and on April 22 there were from 5 to 7 feet of snow on the first ridge, none on the two last. There

<sup>1</sup> For the track between **Podgorica** and **Andrijevica**, running near the former Turco-Montenegrin frontier, see Div. V, Route 3, following km. 158 (p. 302).



km.

had been landslips, and here and there part of the road had fallen down into the ravine, but from now onwards until the winter returns, with little trouble and plenty of labour, which is readily available, the road can be made to bear heavy transport traffic. The road is about 12 to 14 feet broad throughout. Motor traffic passes daily in the summer. Another authority (1915) says it is a good mountain road for motors. There are three bad hairpin bends. Time for a motor lorry, about 8 hours; for a light car, about 5 hours. The bridges between **Podgorica** and **Andrijevisa** require strengthening, as they are only designed for and carry  $1\frac{1}{2}$  tons.

The following details are from an authority who made the journey in May 1914, following the old track. The times are those taken by a detachment of 50 pack animals and a hundred men who accompanied the boundary commission. The halts are included in the times. The heights are those taken on the journey and do not agree with the Austrian map. The starting-point was a little E. of **Matiševo**, in the meadow where the camp was formed.

| hr. min. |   |
|----------|---|
| 0 0      | <b>Matiševo.</b>  |
| 0 35     | Cross river <b>Dreka</b> from l. bank to r. by a wooden bridge (alt. 971 metres). The road continues along l. bank 700 metres farther to a bridge in course of construction.                    |
| 2 0      | Stone bridge over r. bank tributary of <b>Dreka</b> flowing in a deep ravine (alt. 1,144 metres).   |
| 2 35     | Wooden bridge with parapet over one of the streams forming the river <b>Dreka</b> (alt. 1,257 metres) at <b>Bare</b> . Winding ascent.  |
| 3 35     | Head of ravine in which flows one of the streams forming the <b>Dreka</b> (1,455 metres). Very fine view S. over the two summits of <b>Kom</b> ( <b>Kom Kučki</b> and <b>Kom Vasojevički</b> ). |
| 3 50     | Col on the <b>Trešnjevik</b> mountains between the <b>Dreka</b> valley and the valley of the <b>Kraljištica</b> river, which is a tributary of the <b>Lim</b> (1,549 metres). Winding descent.  |
| 4 10     | An elbow turn (1,495 metres). The convoy left the road to follow a track which cut off many   |

| km.  | hr. min. |  |
|------|----------|--|
|      |          | windings. Many houses between the windings of the road.  |
|      | 4 45     | Track rejoins the road (1,259 metres).   |
|      | 5 10     | Cross one of streams forming river Kraljištica by one-arch stone bridge. The stream is in a deep ravine (alt. 1,130 metres).   |
|      | 6 0      | Stone bridge over a torrent which is a l. bank tributary of the Kraljištica and flows in a deep ravine (alt. 953 metres).  |
|      | 6 45     | <b>Kralje</b> (908 metres) ; r. of road, hamlet with church ; l. of road on a hill, storehouse and military post.  |
|      | 7 10     | <b>Saljevići</b> . Stone bridge with wooden rail over the <b>Kraljištica</b> (alt. 811 metres).  |
|      | 7 20     | <b>Andrijevisa</b> (836 metres).   |
| 158  |          | <b>Matiševo</b> , junction of roads. The made road keeps S. of the Drcka to—   |
| 164  |          | <b>Bare</b> . The bridge here (see above) was reported washed away in November 1915, and for this reason the horse-track N. of the Drcka was in use. The road from Bare was reported passable for motors, as stated above, though horse-wagons were in use as there were no motors at <b>Andrijevisa</b> . |
| 171  |          | Col on the Trešnjevik mountains (see above).   |
| 176½ |          | <b>Kralje</b> .  |
| 182  |          | <b>Andrijevisa</b> . Pop. 2,000 ; all Christians. Alt. about 800 metres. This is a prosperous place in a valley above the banks of the <b>Lim</b> . It is the capital of this part of the country, and inhabited by the Vasojević clan.  |

From **Andrijevisa** there is a route—

#### ANDRIJEVICA—BERANE—BIJELOPOLJE.

An authority of 1893 says the path, 8 ft. wide, descends to l. bank of **Lim** and follows it (20 feet above it, usually) to the then frontier hamlet of **Vinicka**. The valley is not more than 300 yards across, and the hills on each side are covered with underwood. The **Lim** is 40 ft. broad, with a strong current. Before

km.

junction of the Lim and Šekular rivers is reached, a bridge crosses the Lim, and a track leads into the Šekular valley. At the old frontier the valley contracts to about 100 ft. in width, and could be held by a comparatively small force. Immediately to the N. the valley broadens into a plain, 3 m. long and 2 m. broad. **Vinicka** is  $1\frac{1}{2}$  hrs. on horseback from **Andrijevisa**. It is an hour farther to **Berane** over a plain.

An authority of 1915 says:—Men are now working on this road, which will follow the old track. Carts can pass at present, and it will when finished be available for motors. The Montenegrin army at Plevlje in 1915 was supplied partly by this route and partly by the route Kolašin-Bijelopolje-Plevlje.

The following is a description of the portion of the track from **Berane** to **Bijelopolje** (Sept. 15, 1893):—Left **Berane**, going up **Budimlje** road and then up the steep hill N., reached the more or less level cultivated land at the top and just before getting to a *kula* bore to the l. and descended to the **Lim** at **Bioče** (the detour being made to avoid the **Lim** defile N. of **Berane**): road good and broad. Then along valley of **Lim** by the side of the river to **Zaton**. **Lim** 50 to 70 yards broad. Hills on each side rising 1,500 ft. or more, low woods, stream swift.

The path leaves the **Lim** here and bearing N. ascends the hill somewhat steeply; pastures good and well-wooded hills, till from the top a good view of the river N. of **Bijelopolje** is obtained.

Not far down the other side **Bijelopolje** comes into view, and the **Lim** is crossed by a bridge to the town.

km.

0

**ANDRIJEVICA.**

9

**Vinicka.**

12

**BERANE.**

Alt. 670 metres. Pop. (1911) 2,247. The principal quarter, with the bazaar and the public buildings, is on the l. bank of the **Lim**. The principal street is 50 ft. wide. All the houses are wood-tiled. The country is fertile and prosperous, with plenty of maize and corn. Good grazing for sheep on all the hills.

km.

km.

Routes from Berane :—

(i) There is a horse-track (reported in 1915 to have been made fit for wheels) NE. to **Novi Bazar** *via* **Uglo** and the **Saronje** hills ; two days over easy country with no bad streams.

An authority who went from **Novi Bazar** to **Berane** in November 1915 says :—‘ I was advised to go *via* the **Saronje** hills and **Uglo** to **Berane**. People generally go this way from **Novi Bazar**, but I had no remounts. The journey to **Berane** takes 2 days, and is over quite low country, and there are no bad streams. I went by **Tutinje**, **Rozhāi**, **Vrbice**, to **Berane**. It is carriageable from **Novi Bazar** to **Tutinje**. Thence it is a horse-track. It disappears in places and guides are required. The times were on very slow horses.

**Novi Bazar** to **Tutinje** . . . . . 1 day.

**Tutinje** to **Rozhāi** . . . . . 1 day.’

(ii) To **Ipek**. (See section of road **Andrijevice-Ipek** (B) below.)

(iii) To **Kolašin**, W. (see Div. V, Route 12). A good horse-track leads up the **Bistrica** valley past the monastery **Gjurgjevi Stupovi** and the former Turkish post of **Gornje Selo** to the **Šiško Jezero** (lake) on the former Montenegrin frontier, and so *via* the **Biogradsko Jezero** (i.e. Lake of Belgrade) and the **Tara** river S. of **Mojkovac**.

Leaving **Berane**, road crosses to r. bank of **Lim** by a shaky wooden bridge 200 yards long over the broad rapid river, which runs through many channels. It could not in May 1915 bear any weight of wheeled transport.

12½ Road strikes N. a little away from the river, which here bends NNW. and flows through a gorge.

13 Cross a stream.

14 Cross another stream and ascend.

15½ Alt. 877 metres.

17½ **Dragoševo**. *Kula*, r. Road bends NW. and approaches river, but on high ground above it. Alt.

| km. | km. |  |
|-----|-----|--|
|     |     | 676 metres. Road keeps N. a short distance E. of river. Descend.                               |
| 23½ |     | Cross Lješnica stream at its junction with the Lim. <b>Bioče</b> . Follow down r. bank of Lim. |
| 34½ |     | <b>Zaton</b> . 1 km. farther bear N. over hills. Road somewhat steep. Descend.                 |
| 41½ |     | Cross bridge over <b>Lim</b> .   |
| 42  |     | <b>BIJELOPOLJE</b> , 586 metres. (See Div. V, Route 3, at km. 209.)                            |

#### ANDRIJEVICA—IPEK.

From Andrijevisa to Ipek there are two routes :

- (A) *Via* **Murina** and **Velika**.
- (B) *Via* **Berane** and **Rozhâi** (Trgovište).

(A) ANDRIJEVICA—MURINA—VELIKA—IPEK, about 50 km.

This route is practicable for horses. The distance could be done in 12 hours with a good horse. It is said to be a day shorter than the route via **Rozhâi** (see alternative route B below). In 1915 it was unsafe, owing to snow and threatening weather, as late as April 20. It is a sound track, but owing to precipices and narrowness is very difficult in places, even to natives of the district.

A new road (see below) is in course of construction.

The old road runs up the **Lim** valley, then NE. to **Velika**; thence zigzags up and down the **Čakor** mountain to **Bjeluha**, then down a tributary of the **Bistrica** to that river, down which it runs, crossing and recrossing by several bridges made of wood, but strong enough for artillery. A new road is being built for motor and heavy traffic. This new road leaves the old road at **Velika**, where it takes a wide sweep N. round the head of the **Velika** valley on the slopes of the **Mokra Planina**. It crosses the mountain crest by zigzags to the N. of **Čakor** and the old horse-track, and descends through **Bjeluha** to **Rugova** and so along the **Bistrica** to **Ipek**. 3,000 men had been working on it for nearly a year and were still on it in October 1915. It was due to be (but was not) finished in November 1915. It was being built in twenty sections. In September the construction, save

|          |    |  |
|----------|----|--|
| km.      |    | for metalling, was practically finished. Some blasting to be done (dynamite wanted) and some débris to be cleared in places. Metal was lacking throughout, but material was readily available. <sup>1</sup>  |
| 182      |    | <b>Andrijevica.</b> Authority of 1893 says: It is a good path through water meadows 12 km., 2 hours on horseback to <b>Murina</b> . Follow up l. bank of <b>Lim</b> .  |
| 194      |    | <b>Murina</b> , 860 metres. Continue up l. bank of <b>Lim</b> . Authority above quoted (1893) says that there is a wooden bridge 50 ft. across. It crosses to r. bank of <b>Lim</b> , and the  |
|          |    | <sup>1</sup> The following details are from an authority who in May 1913 travelled with 50 pack-horses and 100 men from <b>Andrijevica</b> to <b>Plava</b> . The heights are those taken on the journey and do not agree with the Austrian map.              |
| hr. min. |    |  |
| 0        | 0  | Camp at <b>Andrijevica</b> , in a meadow l. of route, 600 metres NW. of the church (alt. 836 metres).  |
| 0        | 25 | Wooden bridge over <b>Zloriječica</b> , l. bank tributary of the <b>Lim</b> (alt. 812 metres).   |
| 1        | 30 | Track follows up l. bank of the <b>Lim</b> , here considerably confined, and is shut in a narrow space between the river and wooded heights.   |
| 2        | 15 | <b>Luge</b> . Valley of <b>Lim</b> expands.<br>A considerable stream flows in on r. bank.  |
|          |    | <b>Polimlje</b> . Here a track comes in r. Meadows occupy a large open space (836 metres). The <b>Lim</b> here has numerous arms.  |
| 2        | 40 | The track, which is here bad, follows the bed of the easternmost arm where the stream is small.  |
| 3        | 0  | Torrent, l. bank tributary of <b>Lim</b> , joins the branch of the stream up which the track is running.   |
| 4        | 0  | Cross <b>Lim</b> on a wooden bridge with parapet. The river here is 30 metres wide with rapid current. <b>Krievče</b> , about 600 metres SE. (alt. 858 metres). Soon after the bridge, reach <b>Zorice</b> , a few houses. <b>Masnica</b> , r. a few houses. |
| 4        | 20 | <b>Murina</b> . Cross <b>Lim</b> on a wooden bridge a little below the junction of the <b>Murinska Rijeka</b> (alt. 878 metres).   |
|          |    | <b>Peptice</b> . Ford a l.-bank tributary of <b>Lim</b> . There is a little wooden footbridge (alt. 913 metres).   |
|          |    | About 1,600 metres farther, r. of track, is a spring and a little wooden bridge over the <b>Lim</b> . It has stone abutments on which are struts of wood supporting the roadway, which rests on a pile in mid-stream.  |
| 5        | 35 | <b>Novšiči</b> village (destroyed) on r. bank of <b>Lim</b> .  |
| 6        | 0  | <b>Brezovica</b> , 500 metres r. (alt. 977 metres).  |
| 6        | 15 | R. of road is a little hill to S. of which are more houses belonging to <b>Brezovica</b> (alt. 954 metres).  |
| 6        | 35 | Wooden bridge with central pile of wood across the <b>Lim</b> (alt. 951 metres).   |
|          |    | <b>Plava</b> , 981 metres. Camp 200 metres from W. entrance of town to r. of road, in a meadow which is bounded on SW. by slopes descending steeply to the Lake of <b>Plava</b> .  |

- km. path passes through the (then) Turkish territory near **Aržanica** and **Pepiće** and so through meadows to **Velika**,  $1\frac{1}{4}$  hrs. farther.
- 195 Cross to r. bank of Lim and follow it to where—
- 197 $\frac{1}{2}$  **Velika** stream joins Lim from NE.  
**Pepiće** village lies across the Lim on its l. bank, and there a track comes in r. from **Gusinje**, 16 km., and **Plava**, 6 $\frac{1}{2}$  km. See Div. V, Route 13 (C), at km. 90.  
 Follow up **Velika** stream to—
- 201 **Velika**. Continue up **Velika** stream a short way and then up zigzags, over the top of **Čakor** mountain, and descend by zigzags to **Bjeluha**. The distance by zigzags cannot be correctly estimated (? 10 km.), but there are more of them on the E. side than on W.
- 210 **Bjeluha**. Follow SE. down a tributary of **Bistrica** river.
- 212 Tributary joins **Bistrica**. Bear E. along l. bank of **Bistrica**. Between here and **Ipek** the **Bistrica** and tributary streams are crossed by bridges of wood, but strong enough for (? light) artillery.
- 216 $\frac{1}{2}$  **Pode**, l.
- 220 $\frac{1}{2}$  **Han Yusuf**.
- 223 $\frac{1}{2}$  Cross to r. bank of river.
- 224 $\frac{1}{2}$  Recross to l. bank by the Rejep-Aga bridge.
- 229 $\frac{1}{2}$  **IPEK (Peć)**. Alt. 536 metres.  
 Pop. (1905) 15,000, Serbs and Albanians. Town lies on foot-hills of the Albanian mountains overlooking the wide plains of the White Drin. **Bistrica** river, tributary of the Drin, flows through the town, which is scattered, and surrounded by gardens and trees. Nearly every house has its *kula* or watch-tower.
- From here routes lead—
- (i) To **Jakova** and **Prizrend** (see Div. V, Route 17).
- (ii) To **Priština** via **Kijevo** and **Vragolja**. This is a rough cart-track in the plains, but a mere horse-track in the hills. It crosses the **Metoya** Plain and at km. 25 crosses the White Drin. At km. 40 it reaches **Kijevo** (here a track comes in from **Jakova**). From **Kijevo** the road ascends to the summit (740 m.) of the **Golyosh Dag**h and then descends the **Drenica** valley, crosses the **Sitnica**, a r. bank tributary of the **Drenica**, to (71 km.) **Vragolja**, near which it crosses the railway and then crosses the

km.

**Kosovo Plain** to (84 km.) **Priština**. (See Div. IV, Route 1, at km. 83½.)

(iii) A mule-track (2 days) N. over the **Mokra Planina** and by **Ribarić** on the Ibar to **Novi Bazar**.

(B) **ANDRIJEVICA—BERANE—ROZHĀI—IPEK**, about 62 km.

An authority of 1915, quoted below, says of the whole of this stretch that recently two Serbian guns were taken by this route with oxen, and man-handled over the passes, but for a European force with transport, as we know it, it is impracticable, though feasible for dismounted men with pack transport. Water is obtainable throughout the journey, and wood is plentiful.

The description of this alternative route *via Berane* and **Rozhāi** (Trgovište) is as follows (May 1915):—The road from **Andrijevisa** to **Berane** (15 km.) runs down the Lim valley for 12 km. The track from **Berane** to **Rozhāi** (about 27 km.) is only passable for horses or mules, and the journey takes 14 hrs. on horseback. The bridge at **Berane** was destroyed and a punt was in use in Nov. 1915. The track continuously rises and falls: highest point about 1,300 metres. The way leads over scrub-covered hills, where the track becomes very muddy, so much so that caravans take a longer route if it is at all wet, as ponies cannot pass over the high ground direct from **Berane**. After this, on sound hard ground, the track skirts bold open hills and a plateau. Then follows about 12 km. of soft, muddy track. Fine forest-covered mountain land is now traversed, through which the track descends abruptly, to a valley where it proceeds for 8 km. over grassland to **Rozhāi**. Towards **Ipek**, 27 km. from **Rozhāi**, the first 4 or 5 km. from **Rozhāi** have to be done on foot, owing to steepness of gradient and roughness of track. Very rough sharp stones over which only mountain ponies and mules can travel loaded. Water can be obtained at least at two places *en route*. Plenty of firewood. The track varies in breadth from 3 to 6 ft., according to nature of ground and lie of the land, valley, plateau, precipice, and slope. It is sound but rocky through most of its length. The highest point of the pass is about 1,700 metres, and in April there was about 6 ft. of snow. The track was kept clear by Albanian and



km.

Montenegrin soldiers throughout the winter of 1914. The foot of the mountain-range is reached, after a very steep descent, 5 km. from Ipek. From the foot the road is passable by native carriage or bullock wagon.

An authority who went over the road from **Andrijevisa** to **Berane** in November 1915 says :—Wheels do not yet pass. The road has only been cut from **Andrijevisa** as far as the gorge of the Lim at **Vinicka**, and it is not metalled or passable by wheels. Bridges have not yet been made. From **Vinicka** to **Berane** it is a horse path, and no construction has been done. From **Andrijevisa** go NW. 2 km. on the **Matiševo** road to cross a tributary of the Lim by a bridge. Then turn E. along its l. bank till the Lim is reached ; then follow l. bank of Lim to **Berane**. From thence *via* **Vrbice** to **Rozhāi**. Time : **Andrijevisa** to **Vrbice** 1 good day ; **Vrbice** to **Rozhāi**  $\frac{3}{4}$  day.

**Rozhāi**, alt. 1,000 metres, is a clean, pretty village with 2,000 population, all Moslems ; plenty of beef and mutton. People prosperous ; fine scenery. There is a wooden bridge with piers over the Ibar.

From **Rozhāi** routes run—

(i) A road suitable for two-wheeled carts about 50 km. to **Novi Bazar**, NE.

(ii) A track down the **Ibar** valley about 70 km. E. to **Mitrovica**.

(iii) A track N. about 55 km. to **Sjenica** (see Div. V, Route 3, at end).

**IPEK-MITROVICA**,<sup>1</sup> 60 km.

An authority who was over the road from **Ipek** to **Mitrovica** in September 1915 says :—From **Ipek** to **Rudnik**

<sup>1</sup> A light wagon will pass the whole of this road, but not motors until the new road is ready. In a book published in 1913 there is an account of a journey over this road in the reverse direction. The traveller made the journey in one day in a victoria. From his account it is doubtful if he followed the road by way of **Klina** to the *han* at **Rudnik**. He seems rather to have followed the track shown on the Austrian map leading up the **Ibar** for 10 km. and then striking WSW., 17 km., across higher ground to **Rudnik Han**, 27 km. in all. This account is given as showing that there is a drivable road between the two places without, judging from the account, any special difficulties. The writer draws particular attention to the inaccuracies of the Austrian 1 : 200,000 map. The following are details

km.

the road is metalled and the bridges are in order. It is perfectly good and fit for motors. The new road from **Rudnik** as far as **Lushtra** is sketched out. Here and there it is not touched. It is levelled in some places, but only metalled in infrequent patches. From **Lushtra** to **Mitrovica** the road is much better. The post wagon, a four-wheel springless cart, goes every day between **Mitrovica** and **Ipek**. It carries spare parts as something always breaks. Passengers get much bruised. Some bridges are under construction: many more are required. The proposed bridges are not strong enough, being only designed to carry  $1\frac{1}{2}$  tons. Carriages pass along the old road.

The track of the projected railway, **Mitrovica**–**Ipek**, runs close by the newly constructed road. Much material alongside it.

Another authority says the section **Ipek**–**Mitrovica** should be considered in three parts:—

(i) **Ipek**–**Rudnik**, 34 km. This is a very good road. In 1912 motors with light loads could pass. Artillery used it. Authority of 1915 (May) says: 4 or 5 km. SW. of **Rudnik** the frontier is reached and there is a good road fit to carry any transport from there to **Ipek**.

(ii) **Rudnik**–**Klina**, 10 km. A bad road. Field guns passed in 1913, as also an army and its train in October and November. Floods might cause trouble, but it is believed the road has been repaired.

Another authority (May 1915) says that from **Mitrovica** to **Rudnik** the first 7 km. there is a sound, good carriage road. A new road over this stretch was in progress, to be finished in 2 months. It is well planned, but progress is slow, and even to finish it in 6 months more labourers and better appliances would be required.

from the account:—Started at 6 a.m. One follows the river **Ibar**, crossing insignificant ravines, green and fresh. Then one leaves the river to cross a saddle. One rises a little: plenty of trees, noticeably pines; also some huge horse-chestnuts. By 10 o'clock we had passed the little hills, and the saddle which separates the plains of **Kosovo** and **Jakova**. The country was now practically flat, with few trees. Few houses were seen, and the inn at **Rudnik**, the usual midday halting-place, was nothing but a miserable shed. At one we left and descended slowly to the bottom of plain. Desolate country, much dust, little vegetation. Then a river shown on the map as the **Istok**. This had to be forded. Then farms with towers began to be met with, and about five we arrived at **Ipek**, the entrance to this town being along the bed of a torrent, fortunately with little water in it.

km.

gives the following times : Nikšić-Brezna, 5 hrs. ; Brezna-Goransko, 3½ hrs. ; Goransko-Pišće, 5 hrs. ; Pišće-Hum, 8 hrs.

- 3 Cross **Sušica**. Alt. 650 metres.  
 10½ Recross **Sušica**.  
 12½ **Sipačno**.  
 16 Alt. 996 metres.  
 18 **Lipova Ravanj**. Proceed through woods, where the old path was bad and muddy, with slabs of limestone interspersed.  
 21 Alt. 1,180 metres.  
 23 Alt. 1,338 metres : highest point on road.  
 24½ Alt. 1,232 metres.  
 26 Alt. 1,060 metres.  
 27 **Dolnja Brezna**, 999 metres, approached over grassy country. Route continues over grassy plateau to Brezna.  
 30½ **Bajevopolje**, wooden huts and pool.  
 33½ Alt. 1,116 metres. **Bukovac**, r.  
 35 **Miljkovac**. Alt. 1,034 metres.  
 41 **Piva** monastery, approached by descent into a gorge. From Piva monastery there is a track down l. bank of Piva river to its junction with the **Tara**. The ferry referred to under **Goransko**, below, can be reached in 2½ hours by this track.  
 Steep ascent to—  
 43 **Goransko**. Alt. 1,030 metres. Village high above the river and 1,000 feet above monastery. From here a track goes W. over the hills to **Gacko**.  
 Details from Austrian map, 1912 :—

km.

- 0 **Goransko**.  
 2½ Alt. 877 metres. Cross river **Presjeka**.  
 8 **Lisina** 1 km. r. and Orak Church 3 km. r.  
 11 Alt. 1,653 metres : highest point.  
 13½ Ruins.  
 16 **Kovilac** mountain, l. Alt. 1,516 metres.  
 22½ **Avtovac**. This is on the carriage road **RAGUSA-TREBINJE-BILEK-AVTOVAC-GACKO**.  
 27½ **Gacko**, alt. 960 metres.

From Goransko to Pišće. The same authority says :—  
 'From Pišće steep descent through wood to the **Piva** (3 hours) flowing in a deep narrow gorge : raft of logs

km.

forms a ferry. The path descends l. bank of river to its junction with the **Vrbnica**, the r. bank of which it ascends to its junction with the **Presjeka**, and then ascends the hill steeply for 1 hour, and then over the tableland to **Goransko**. Time, Pišče to Goransko, 5 hours.'

Continue over tableland and then descend steeply NW. to—

45 **Presjeka** river. Follow down Presjeka to a point near its junction with the Vrbnica; then follow down the **Vrbnica**.

53 Junction of **Vrbnica** with **Piva** (for track down the Piva see under km. 41, above).

Turn SE. up l. bank of **Piva**, which flows in a deep narrow gorge.

57 Cross **Piva** by raft ferry. Proceed E. and ascend steeply through woods.

59 **Pirnido**, 1,202 metres. Church. Continue NE.

65½ **Pišče**, 1,453 metres.

A vaguely-marked grassy path, sometimes marked by posts, leads N. over a lofty tableland (1,400–1,500 metres), with views of **Durmitor** range, to Crkvice.

70½ **Trsa**.

79 **Dolnje Crkvice**, 1,382 metres. Bear NNE. between the valleys of the Piva and the Tara. Proceed over stony country, and descend steeply to—

93 **Tara** river, just above its junction with the Piva. Cross **Tara** (here 50 ft. broad) by boat to—

94 **Hum**. From here to **Foča** on the **Čehotina** is 21 km.

## ROUTE 8

NIKŠIĆ—ŠAVNIK—ŽABLJAK—NEFERTARA AND PLEVLJE

Telegraph line follows this route at any rate as far as Žabljak. The route, except for the first 10 km., where a road practicable for motors has been made, is only suitable for pack animals. An authority of 1893 says:—From **Nikšić** across the plains E.; then by bad stony path (but see below) to **Lukovo** (920 metres), ascending steadily. Then *via* **Bukovik** (1,299 metres) to **Han Gvozd** (1,404

(iii) **Klina-Mitrovica**, 19 km.; good; suitable for motors with light loads, and artillery.

km. from  
S. Giovanni.

229½

**Ipek**. Road goes NE.

232

Alt. 520 metres.

233½

Wood. Bear E.

239½

Cross **White Drin**. Alt. 399 metres

245½

Cross **Istok** river.

247

Alt. 411 metres.

251½

Alt. 437 metres.

257

Cross **Rakosh** stream. Alt. 528 metres.

262

**Rudnik Han**, 658 metres.

267½

Cross **Chubera** stream.

270½

Cross stream. Alt. 651 metres.

271½

Alt. 721 metres.

272½

Cross **Klina** stream to **Klina**.

280

Alt. 615 metres. Follow down **Lushtra** stream.

281

**Lushtra** beyond the **Lushtra** stream.

289

**MITROVICA**, 506 metres.

Routes :—

(i) Road NW. to **Novi Bazar** and **Sjenica**. (See Div. IV, Route 1, at km. 120½.)

(ii) To **Rozhaji** there is a horse-track along the **Ibar** valley, about 70 km.

## ROUTE 5

### NIKŠIĆ—TREBINJE

(Authority 1895.) This is a difficult hill track. Leaving **Nikšić**, proceed N. and cross the **Zeta** by a bridge. Then turn SW. and cross the whole width of the **Nikšić** plain and then the little plain of **Slano**. One then crosses the mountain mass of **Bijele-Rudine**, on which are several scattered little hamlets. Passing then along the **Gostac Planina**, which rises on the l., one reaches the village of **Grahovo**, lying in a basin in the hills. (Here comes in a very difficult track from **Cetinje**: time 12 hours.) **Grahovo** was the scene of a decisive victory by the Montenegrins over the Turks in 1858. A winding but not very difficult route leads from here in 6 hours to the fortress of **Klobuk**, boldly placed on the summit of a peak

flanked by great ravines. From Klobuk down the picturesque valley of the **Trebinječica** one reaches **Trebinje** in 4 hours.

The Austrian Staff Map (1908) shows a road from **Nikšić** passable for wheeled traffic to (22 km.) **Trubjelo**. The *Statesman's Year Book* (1915) says that there is a carriage road projected or begun from the frontier near **Risano** to **Grahovo** and **Nikšić**. An authority of 1903 says that this road is in course of construction.

## ROUTE 6

### NIKŠIĆ—GACKO

(A) There is reported to be a motor road following the old track through the **Duga** pass to **Avtovac** (below) in Herzegovina.

(B) The following account of the journey is given by an authority of 1892 :—From **Nikšić** a path, stony at first, leads over the hills, through the so-called **Duga** pass, passing the ruined forts of **Presjeka** and **Nozdre** to (10 hrs.) **Krštac**, and so to the frontier at (1½ hrs. farther) **Kazanci**. From **Kazanci** a good path leads in 3½ hrs. via **Avtovac** to **Gacko**.

These times are said to be very quick. Supplies are not to be had. The journey often takes two days, and the night is spent at **Bobotovo-Groblje**, the last Montenegrin hamlet.

Leaving **Nikšić**, proceed N., cross **Zeta** by a bridge, and continue along the W. edge of the plain. Proceed NW. through the **Duga** pass (highest point about 1,400 metres, near the ruined **Nozdre** fort). There is a spring about the middle of the pass. At the end of the pass, **Krštac** (1,122 metres) is reached, and in another hour one arrives at the Montenegrin frontier post of **Bobotovo-Groblje**. Crossing the frontier one arrives in an hour at the Austrian frontier blockhouse. From here to **Gacko** is about 3 hours across the plain.

## ROUTE 7

### NIKŠIĆ—HUM (ON AUSTRIAN FRONTIER)

km.

0

**NIKŠIĆ**. A carriage road as far as **Goransko**, following the former horse-track, leads N. Telegraph line is followed to **Goransko**. An authority of 1893, who made the journey in the reverse direction before the carriage road was made,

metres) and on to **Krusevići** (1,273 metres). After Lukovo much of the route is over a grassy plateau deeply covered with snow in winter, fairly level. Then steep descent to **Šavnik** river and across a bridge to **Šavnik** (867 metres), a pleasant little village of substantial houses, 8 hours from Nikšić.

Through **Šavnik** runs the old high road (pack track) from **Cetinje** to **Belgrade**. The map shows a track leaving **Šavnik** in a NE. direction, passing **Nefertara** (about 35 km.) on the **Tara** river (Austrian frontier), and **Plevlje** (about 25 km. farther).

From **Šavnik** a good path extends to **Iviča** (1,630 metres) and then descends through forest and grass to **Bukovica** (at Bukovica a track comes in from Kolasin); then a gradual ascent over grass country to a swampy tableland E. of **Durmitor** mountain; and so to **Žabljak** (1,428 metres). Time from Šavnik 5½ hours. Telegraph line continues N. Track goes on to **Nefertara**, 9 km.

An authority who went from **Plevlje** to **Nikšić** *via* **Žabljak** and **Šavnik** in September 1915 says:—‘Montenegrins are constructing a road in patchy sections from **Plevlje** to **Nikšić**. Some of these sections are 1½ km. long and finished. About  $\frac{1}{15}$  of the whole is finished. It is a difficult country, and will require much blasting and labour. At present guides must be taken, as the track is often not evident. Our guides, who had been over the road twice before, lost their way. From **Nikšić** as far as **Lukovo** (10 km.), and for a short distance farther, is finished and fit for motors.’

## ROUTE 9

### NIKŠIĆ—KORITO OR BILEK, *via* TREPČA

These are horse-tracks only. Leave **Nikšić** in a WNW. direction, reach (20 km.) **Trepča** (from here it is about 36 km. NW. to **Korito** across the Austrian frontier on the road RAGUSA—TREBINJE—BILEK—KORITO—GACKO), and proceed W. to **Bilek** (Bilića), 37 km. farther.

## ROUTE 10

NIKŠIĆ—KOLAŠIN, 67 km.

This route follows a carriage road E. up the valley of the Gračanica to a point near **Dragovoljići** (8 km.). It proceeds by a horse-track NE. to 1,471 metres on **Konjsko** hills and then E. to Pass of **Milindo** (about 31 km.); follow down **Duboko** river, l. bank (41 km.), to **Liješnje**, 1,152 metres, then E. over the hills for 2 km., climbing to 1,651 metres. Bend N. for 3 km. to get round head-waters of **Trešnjica** stream, and then SE. passing **Jasenovo** to **Morača** monastery (54 km.). Then follow up r. bank of **Morača** for a few km. (1 hour), cross it and climb over watershed to head-waters of **Bistrica**, then strike E. over hills, joining the **Bistrica** at its confluence with **Tara**, and proceed down l. bank of **Tara** for 2 km. and cross to **Kolašin** (67 km.)

An authority of 1893 says of stretch from **Kolašin** to **Morača** monastery:—‘Path ascends through woods to the ridge overlooking **Morača** valley (1 hr. 40 min.). Then it descends gradually through meadows to the river **Morača**, where an old stone bridge 50 yards long leads to the monastery.’

Another authority (1901) travelling in reverse direction says:—‘After crossing the **Tara** ascend for 2 km. to the junction of the **Bistrica** with the **Tara**. Gentle ascent of **Bistrica** to watershed of **Morača**, which is reached in 3 hours (1,300 metres). The descent the other side is much steeper, the difference between the watershed and the bridge near the monastery being four times as much as that between watershed and **Kolašin**. After two hours of descent one reaches the bridge over the **Morača**, which runs in a deep dark gorge. Continuing for a bare hour on r. bank of **Morača** through thick woods one reaches the **Morača** monastery. Travellers stop here.

‘Next morning:—Reach an altitude of 900 metres above **Jasenovo**, and then turn W. and after many windings arrive on the lofty central plateau of Montenegro. Many forests and large torrents and many houses of cultivators. At **Jasenovo** make a long detour NW. to turn the valley of **Trešnjica**. Then turn S. and then W. Reach **Liješnje** (1,200 metres) at night.

‘Next morning continue W. At first ascend; then after 2 hours (900 metres) descend to a r. bank tributary of the **Morača**, the **Velje Duboko** (called lower down **Mrtvica**), which runs in a deep



gorge. Ascend for 2 hours; passing the village of **Velje Duboko**, we continued along the path to the pass of **Milindo**, rising 500 metres. The altitude of **Milindo** is about 1,600 metres. A few yards farther descend into the little basin of **Milindo**.

'From now on only occasional shepherds' huts are seen until the ridge from which descent is made W. to basin of **Nikšić**. Continuing generally WNW. after 10 hours, including stoppages, from **Liješnje** reach **Konjsko** (1,470 metres).

'Next day, after  $5\frac{1}{2}$  hours' quick going, reach **Nikšić**. The road passes over a succession of limestone basins with no water-courses. After passing **Dragovoljići**, descend into valley of **Gračanica**, and the direction, which at first was SW., changes to W. till **Nikšić** is reached.'

## ROUTE 11

KOLAŠIN—ŠAVNIK,  $47\frac{1}{2}$  km.

|                 |  |
|-----------------|--|
| km.             |  |
| 0               | <b>Kolašin</b> . Track leads NW.   |
| $\frac{1}{2}$   | Cross <b>Tara</b> river and ascend.  |
| 3               | <b>Vratlo</b> (this name occurs again at $18\frac{1}{2}$ km.).   |
| $3\frac{1}{2}$  | Alt. 1,009 metres. Descend to and follow up <b>Plašnica</b> stream. Many houses in valley.             |
| $5\frac{1}{2}$  | Cross to l. bank. Alt. 998 metres.   |
| 10              | Alt. 1,110 metres.   |
| 13              | Head of <b>Plašnica</b> valley. Continue over hills.   |
| $15\frac{1}{2}$ | Alt. 1,700 metres.   |
| $18\frac{1}{2}$ | <b>Vratlo</b> , 1,767 metres.  |
| $21\frac{1}{2}$ | Alt. 1,618 metres.   |
| 25              | Cross-track comes in l. Bear r.  |
| 29              | Alt. 1,567 metres.   |
| 31              | <b>Somina</b> . Follow down r. side of <b>Tušina</b> valley running W. to Šavnik.                      |
| $34\frac{1}{2}$ | <b>Bare</b> .  |
| $36\frac{1}{2}$ | <b>Buhan</b> , 1,023 metres. The valley is followed to—  |
| $42\frac{1}{2}$ | <b>Podinalinsko</b> monastery, but from here it is necessary to ascend the hills by a winding path to— |
| 44              | <b>Zukva</b> and <b>Mletičak</b> , whence a path is followed l. and descends again to—                 |
| $47\frac{1}{2}$ | <b>Šavnik</b> , 867 metres.  |

## ROUTE 12

## BERANE—KOLAŠIN

The best route is *via* **Andrijevisa** and **Matiševo** to Kolašin.

An alternative route (about 45 km. : time about 8½ hrs.) is as follows (details from authority of 1893. Suitable for pack animals only) :—

From **Berane** ascend steeply the **Bistrica** valley running NNW.

Summit of ridge (1 hr. 10 min.). Descend, in parts steeply. Path almost free from stones, winding round hill.

**Gornje Selo** (50 min.), former Turkish block-house. Ascend grassy valley NW. Soon pass a collection of houses called **Kovi Kući**. Path good. Then reach (2 hrs.) a small lake called—

**Šiško Jezero**. Continue up slope at end of lake to summit (20 min.), alt. 1,712 metres. Small village of **Šiško** below summit. Descend gradually to—

**Biogradsko** lake (2 hrs.), alt. 1,120 metres. Follow down r. bank of **Biogradsko** stream. Reach **Kraljevsko Kolo**, an open space (1 hr.). Then cross **Biogradsko** river just above junction with—

**Tara** river (50–60 ft. wide). Turn S. along this, crossing and recrossing. The path here is mostly through beech-trees and wider and better kept than usual.

Old Turkish fort on l. of **Tara** (1¾ hrs.).

**Kolašin**, ½ hr.

## ROUTE 13

## SCUTARI—GUSINJE—PLAVA (FOR IPEK, &amp;c.)

There are several routes between these places, all mountainous and difficult. An authority writing in 1905 says of them :—

(A) From **Scutari** N. along the lake to the **Zeni** river. Follow up **Zem Seltsit** and then over the **Predelets** pass into the Lepusha valley. This is the longest and most circuitous route, but it remains practicable in winter longer than the others.

(B) From **Scutari** over the **Chafa Thans** (Fans) or the **Bishkasit** pass to **Plani**. Over the **Chafa Boshit** and down into the **Shala** valley and thence over the **Chafa Peys**. As this track goes over

three passes and is very difficult in the **Pulti** district it is only seldom used.

(C) From **Scutari** up the valley of the **Proni That**, and over the **Chafa Stegut i Thenvet** to the **Chafa Peys**. This is the shortest way, and is reckoned as only two days between **Scutari** and **Gusinje**, the night being spent at **Boga**. It is the most used. Horses are brought over it from the **Plava** and **Metoya** plains to **Scutari**, where they are sold.

From about the beginning of December till April or May the passes cannot be crossed owing to snow.

#### (A) ZEM VALLEY ROUTE

From **Scutari** the cart track proceeds along the E. shore of the lake as far as the NE. corner of the **Hoti** Lake and thence over the hills by way of **Brija** and **Rapsha**, descending by the **Shkala** **Rapshs** to the **Zem** valley at **Han Grabom**. The **Zem** valley track proceeds up the **Zem** **Seltsit** to **Seltse** and across the **Predelets** pass, and so to **Gusinje** and **Ipek**.

From **Scutari** to **Rapsha** the route presents no special difficulties. Carts or carriages can go as far as the **Licheni Hotit** (lake of **Hoti**). Of the portion from **Rapsha** to **Seltse** an authority who made the journey in 1907 gives the following account :—

From **Rapsha** there is a tremendous descent on foot, zigzagging through fine beech wood, down a bad stony track (**Shkala** **Rapshs**) to the river **Zem**, a descent of not much less than 2,000 ft. **Han Grabom** is at the bottom on the river bank. From **Han Grabom** to **Seltse** follow l. bank of **Zem** to where **Zem** **Seltsit** and **Zem** **Vuklit** meet. Cross **Zem** **Vuklit** on a fine stone bridge, **Ura Tamara**. From here the track in 1907 was remarkably good. Scattered houses of **Seltse** lie at head of valley where it widens and is fertile. Plenty of water. Well-built stone houses. Crops insufficient to feed the inhabitants, but good flocks. At **Seltse** tracks from **Podgorica** and **Scutari** to **Gusinje** unite. The telegraph line from **Scutari** to **Gusinje**, which goes by **Tuzi** and the **Hoti** country and up the **Zem** valley, passes through **Seltse**.

km.

|     |  |
|-----|--|
| 0   | <b>SCUTARI.</b>  |
| 7   | <b>Hani Vraks.</b>   |
| 12  | Cross <b>Rioli</b> river.  |
| 13  | <b>Han Cheshmes.</b> An alternative track leads NE. from here <i>via</i> <b>Lohya</b> , <b>Brzheta</b> , and <b>Vukpalai</b> to <b>Brija</b> . |
| 14½ | Cross <b>Benushi</b> river.  |

|     |  |
|-----|--|
| km. |  |
| 16  | <b>Kopliku</b> , 77 metres.  |
| 20  | Cross <b>Proni That</b> . Alt. 121 metres.   |
| 27  | Cross <b>Gashāi</b> stream. Up the <b>Kusha</b> valley to—   |
| 39  | <b>Brija</b> , 380 metres.   |
| 42  | <b>Rapsha</b> , 730 metres.  |
| 48  | <b>Han Grabom</b> , on <b>Zem</b> river, 159 metres. It is said to be 2 hours from <b>Han Grabom</b> to km. 53 below. Follow l. bank.    |
| 53  | Junction of <b>Zem Seltis</b> and <b>Zem Vuklit</b> streams. Cross <b>Zem Vuklit</b> by a fine bridge, and follow up <b>Zem Seltis</b> . |
| 56  | Cross to r. bank of <b>Zem Seltis</b> and follow it to—  |
| 65  | <b>Seltse</b> , 580 metres.  |
| 68  | <b>Han Gropa</b> , on opposite bank.   |
| 71½ | <b>Predelets</b> pass, 1,350 metres. Descend to <b>Lepusha</b> valley and follow it to—  |
| 84  | <b>Gusinje</b> . (For continuation to <b>Ipek</b> see Route C, below, at km. 82.)  |

(B) ROUTE VIA CHAFA BISHKASIT OR CHAFA THANS TO PLANI, CHAFA BOSHIT, AND SHALA VALLEY AND THENCE OVER CHAFA PEYS TO GUSINJE

(a) The track *via* **Chafa Bishkasit** leads N. from **Scutari** to **Leporosh** and **Kurta** in the **Rioli** valley, and along the **Gurra** stream to **Chafa Bishkasit** (1,420 metres). The following description is by a traveller from **Scutari** *via* **Chafa Bishkasit** pass in 1907:—

From **Rioli** to **Chafa Bishkasit** the track is very rough, with loose stones, and nearly all unfit to ride. We came late to **Joani**, though the distance was small. The track was broken away, the horses had to slide down what looked like an impossible slope. The track from **Joani** to **Plani** was execrable. The horses were with great difficulty dragged along. We scrambled and sidled on foot along narrow ledges or crumbly shale. Time, **Joani** to **Plani**, 6 a.m. to 12 noon. **Plani** lies at the head of the **Kiri** valley. From **Plani** the track is very bad and almost unridable. It mounts round the head of the valley above the source of the **Kiri** and over the **Chafa Boshit** (1,750 metres). Then down to the river **Shala** at **Gimāi** and up the **Shala** valley. The river as one mounts the valley soon becomes a torrent, and a final ascent leads up to the plain of **Thethi**, where the valley again opens out. Here there is good cultivation and irrigation. Many *kulas* in valley.

(b) The route *via* **Chafa Thans** leads NE. from **Scutari** to **Boksi** on the river **Kiri**, and from there through **Domni** to **Chafa Thans**

(about 1,400 metres). It then passes the village of **Suma** and joins the track coming from the **Chafa Bishkasit** a little W. of **Joani**. It is not necessary to go through this village, as a track leads direct to **Plani**.

| (a) |  | (b) |  |
|-----|--|-----|--|
| km. |  | km. |  |
| 0   | <b>SCUTARI.</b> Follow road N. over lake-plain, for 3 km. along <b>Kiri</b> river (N. bank). | 0   | <b>SCUTARI.</b> As Route opposite for 3 km. Continue NE.               |
| 3   | Bridge over stream.  | 7½  | <b>Boksi.</b> Cross a tributary of the <b>Kiri</b> . Climb spur to—    |
| 4   | <b>Golemi.</b>   | 11  | <b>Domni</b> , 400 metres. Continue over spurs with stream below to l. |
| 11  | Road begins to ascend to hills above <b>Rioli</b> valley.                                    | 15  | Alt. 720 metres.   |
| 12½ | <b>Leporosh.</b>   | 17  | Alt. 920 metres.   |
| 14  | <b>Kurta.</b> The <b>Gurra</b> stream, a branch of the river <b>Rioli</b> , is followed NE.  | 19  | Alt. 1,080 metres.   |
| 23  | <b>Chafa Bishkasit</b> pass, 1,420 metres.   | 20  | <b>Chafa Thans</b> pass, 1,396 metres.                                 |
| 25  | Join Route opposite.   | 27  | Join Route opposite.   |
| 28  | <b>Chafa Parañs.</b> Alt. 1,132 metres.  |     |  |

Road now continues, keeping high but descending generally, and winding along the upper slopes of valleys draining E. to the **Kiri**.

The traveller above mentioned followed the track to **Joani**, the residence of a bishop, and thence to **Plani**. The direct and probably better path runs farther W. and keeps to the higher land.

The distances from here to **Plani** are according to map. **Plani**, 750 metres. Road now encircles the uppermost valleys of the **Kiri**.

Road now mounts high on hillside above **Kiri** valley.

**Chafa Boshit** pass, 1,363 metres. Descend to—

**Gimāi.**

**Nerlumza** in **Shala** valley (Lyumi Shals).

**Thethi.**

**Chafa Peys.** (For continuation see Route C, below, at km. 66.)

(C) ROUTE UP VALLEY OF PRONI THAT AND *via* CHAFA STEGUT 1  
THENVET TO THETHI ; THENCE OVER CHAFA PEYS TO GUSINJE

An authority of 1904 thus describes this road from **Scutari** as far as **Thethi** :—

(August 9.) Left **Scutari** at dawn by a side track. We trotted along the plain between the mountains and the lake. At **Hani Cheshmes** we left the road and turned r. The bare hills were on our r. and a stony flat on our l. We crossed the dry deep-cut bed of the **Benushi** river and halted a short while at **Hani Koder Ars**, a single-storied building near big trees. There is a spring here—the only one for an hour's journey round. About 12 we reached the **Proni That** river, where it breaks out from its narrow vale. We crossed its quite dry and rocky bed and climbed up to the church (580 metres) of the Shkreli tribe, which stands some 40 metres above the valley. It lies in the district of **Brzheta**. Close to it are several houses. Late in the afternoon we set off for **Boga**. The climb to **Pretsai** does not seem great although it is 340 metres higher. The track goes continually up the bottom of the flat deep-cut valley of the **Proni That**. The bushy slopes soon give way in their upper part to walls of rock, while their lower parts become stony and clad with scrub here and there. The valley is the stoniest and most waterless in all the **Malzia**, and the Shkreli tribe concerns itself entirely with beasts and not with agriculture. The beasts are driven to the hills in summer and return to the valley for winter, where they are fed on hay, which has been brought down from the hills, and maize.

When 2 hrs. NE. of **Brzheta**, a small level widening of the valley with scattered houses lay in front of us. This place is called **Dutsai**. The valley now bends from NE. sharp to N. At this bend the track runs into a small rock gorge only 2 metres broad, and on the other side of the bend runs for a short way right on the edge of a deep cleft (2 to 3 metres broad and 10 metres deep). This is called the gorge of **Dutsai**. Beyond it the valley opens out and in it are meadows and fields and houses scattered about.

After crossing the stream bed one goes on to an ice-cold spring among a group of high beeches. Here we halted near a little primitive hut. Evening coming on we found ourselves again on the road going along the stony valley side. At the place where the valley bends W., we left the country of the Shkreli and entered that of **Boga**. A quarter of an hour later at full dusk we reached **Pretsai** (920 metres), where is the church of **Boga**.

(August 10.) At **Pretsāi** the slopes rise gently at first, and are covered with fields and higher up are steep and rocky. The houses are mostly on the right of the valley, but the church is on the left.

Leaving **Pretsāi** the track is impossible for riding. A little way after passing the church is a strong spring. Near this are two little stores. They are very primitive and only supply the most necessary articles.

After **Pretsāi** the valley at once becomes narrower and more rocky, and soon afterwards the last piece of cultivation is left behind and one passes along a wild gorge. At its bottom are great blocks of rock among which grow bushes and great beeches. Above on both sides of the valley are walls of rock. The very bad track at first begins to climb among beech woods and boulders. Higher up, pines take the place of beeches. Suddenly the wood comes to an end and one passes over a small bare basin which lies close under the pass. The basin, called **Gropa e Bors**, is surrounded by rocky heights. In the middle of the basin is a primitive stone hut. No water is to be had except from melted snow.

At this hut the track forks—l. a very difficult footpath climbs over the **Maya e Viyanet** and directly down into the **Gusinje** basin; r. a path more used for pack animals climbs over boulders and snow up to the **Chafa Stegut i Thenvet**, the highest pass of the North Albanian mountains (1,930 metres), which is reached in 20 mins. from the hut.

The pass itself is only a few metres broad; its left side is low, but on the right there is a very high rock wall. The descent is so precipitous at the beginning that steps of stone and wood blocks have been made. Serpentine follows. After several hundred metres of descent, rock and boulder cease, the slope is less acute, and vegetation reappears. Soon a fork in the track is reached. The l. fork descends gradually into the valley; it crosses it in half an hour's journey, and then mounts to the **Chafa Peys**. This is the road to **Gusinje**. The r. fork goes down steeply into the hollow and passes several farms, and eventually reaches the **Shala** stream near two mills. Along the l. bank the church of **Thethi** at **Nreyāi** is reached in a quarter of an hour.

km.

0

**SCUTARI.** Road runs NNW., parallel to shore of **Lake Scutari**, over lowland bordering the lake, but keeping above the flood area and about 3 km. from the lake. Alt. 20–50 metres.

7

**Hani Vraks.** Cross stream.

12

Cross **Rioli** stream.

km.

13

**Hani Cheshmes.**

23

**Lohya.**

27

**Brzheta church.** Follow up r. bank of **Proni That**, and cross by bridge to—

39

**Dutsai.** There are tracks along both banks; that on r. to **Pretsai** village, that on l. to the church, and so by the **Chafa Thores** to **Thethi**.

50

**Boga** (**Pretsai**), reckoned by traders as one day's stage from **Scutari**. Alt. 800 metres.

53

**Gropa e Bors**, 1,500 metres. Route now 'quits valley, and ascends, winding steeply up to—

55

**Chafa Stegut i Thenvet**, pass, 1,930 metres (another map gives 1,770 metres); difficult. Descend steeply by winding track. At fork keep l. above **Okoli** direct to **Chafa Peys**. A track descends r. to **Thethi**, on the **Shala** stream.

66

**Chafa Peys**, pass, 1,650 metres. Descend **Ropoyana** valley, passing **Fusha Rudnitsa** and a small lake (**Licheni Gshstars**). Follow **Ropoyana** river to—

77

**Vuthai Eper** and **Vuthai Poshter**. Moslem villages. Large well-built *kulas*, prosperous valley. Here the river after disappearing underground for a short distance reappears and is called the **Vruya**. Track goes across fertile plain to—

82

**Gusinje** (reckoned as one day's stage from **Boga**), a small town situated among trees. The inhabitants are Moslem. It is regarded as one of the most fanatical towns in Albania and has hardly ever been visited by a stranger. Road continues ENE. over flat ground bordering marshy shore of **Plava** lake, an expansion of river **Lim**.

87

**Voynoselo.**

90

**Plava.**

From **Plava** a track to **Ipek** continues NE. passing **Prnyavor** and crossing the **Komarusha** stream to the **Chafa Dilit** (1,400 metres) and then descending the valley of the **Bistrica**. Distance about 35 km.

Another track continues N. along **Lim** valley by a road fit for wheels to join route (B) from **Andrijevisa** to **Ipek**, at point where **Velika** stream flows into the **Lim** near **Pepice** (see Div. V, Route 4, at km. 197½).



## ROUTE 14

## SCUTARI—JAKOVA

There are two principal tracks, described below as—

(A) *Via* Dushmani and Jonpepāi,

(B) *Via* Chafa Thans, Planī, Chafa Boshit, Abata, Chafa Nermañs and Jonpepāi,

—which unite and continue *via* Chafa Kolchit, Valbona valley, Chafa Luzhs, and Chafa Shkols to Jakova.

There is also a route by way of Spash, for which see Div. V, Route 15.

## (A) VIA DUSHMANI AND JONPEPĀI

km.

0

**SCUTARI.** Leave town at N. end, follow r. bank of **Kiri** across plain to where—

5

Road branches r. to a bridge over the Kiri at **Mesi** (alt. 63 metres). (In summer, when the Kiri tends to dry up, the crossing can be made lower down, below Muselimi.) Turn S. through **Muselimi** into a small tributary valley of the Kiri. Follow up r. bank of stream to summit of divide (alt. 157 metres) at **Nersana**. Descend to—

11

**Zub** in Nerfusha valley. Follow r. bank of stream to—

12

**Nerfusha.** Here begins a difficult climb over the SW. flank of the great **Tsukali** mountain-block. The track curves N., passes over a col, **Chafa Tsukalit**, between two peaks of the mountain, descends across the meadow basin called **Fusha Lichenit**, and crossing the **Vila** stream passes **Brusha** and so reaches—

36

**Dushmani** church (alt. 470 metres) on a terrace falling steeply to the Drin. This descent is too difficult for horses.

An alternative track from Brusha leads direct to Toplana *via* **Klojen**, avoiding Dushmani.

Another track, passing generally E. from **Nerfusha**, keeps above the Drin valley but at a lower level than the track described above. It has to cross many spurs and gullies, and passes the church of **Shatie** (Kisha Shatit) and the church of **Shlaku** (Kisha Shlakut). Here, about 13 km.

km.

from Nerfusha, the track forks and it is possible either to ascend N. to the first track near the **Fusha Lichenit** (see above) or to descend to the Drin opposite **Komana**, where the river may be forded, though at times with difficulty.

From Dushmani follow r. bank of Drin N. through a cañon crossing the river **Lesnichia**; then climb western slope to—

- 47 **Toplana**, on a terrace more than 100 metres above the Drin. The Drin valley-bottom, like that of most Albanian rivers, is so narrow that there is only room for the stream, so that tracks and habitations keep high on the hill-sides. From Toplana a difficult winding track leads at a height of 700 to 800 metres over spurs and across two deeply-trenched gorges of tributaries of the Drin, the **Lugu i Thel** and the **Lugu Serumit**, to—

- 60 **Briza** (760 metres). The track now winds round the lower spurs of Mount **Rethit**, crossing many streams flowing to the Drin and to its tributary the **Lyumi Merturit**. The country is limestone and thicket-covered, with patches of cultivation.

- 70 **Jonpepāi**, where is the church of the **Nikāi** clan. Here Route (B), below, joins from Scutari. Descend bridle-path to **Lyumi Nikāit** torrent; follow its rocky course till it empties into the **Lyumi Merturit** at its junction with the **Lyumi Tsurāit**. Cross **Lyumi Zi** by wooden bridge and pass **Tsurāi Poshter** village.

- 73 Cross **Lyumi Tsurāit** by a bridge (or by ford) and climb through woods to—

- 76 **Chafa Kolchit**, the only pass N. of the Drin connecting Scutari with Jakova. Descend, at first through beech woods and lower down through thicket and then through fields to—

- 78 **Geguseñ** in the **Valbona** valley.

- 79 Track comes in r. from **Raya**.

- 85 **Bunyāi**. Descend to—

- 87 **Valbona** stream, and cross it by a ford. Pass E. up the **Bushterica** valley, a broad and fruitful tributary valley of the **Valbona**, shut in by scrub-covered limestone cliffs, to—

- 93 **Luzh**. The time from Jonpepāi to this point is given as 6 hours. Valley winds l. and N. Leave it and continue E. for an hour up the slope and over—

- km.  
96 **Chafa Luzhs**, into—  
**Bituchi** basin, which is shut in by low scrub-covered hills and covered with green meadows and fields through which a head-stream of the Kruma river meanders ; houses are scattered over the surrounding slopes.
- 102 **Bituch.** Climb to—
- 105 **Chafa Shkols.** Descend a gorge-like wooded valley by a gentle gradient to—
- 111 **Babāi Boks.** Proceed through a broad, open, uncultivated plain.
- 118½ Cross the **Erenik** by a stone bridge, high, without parapet, and too narrow for wheeled traffic, to—
- 120 **JAKOVA**, 7½ hours from Luzh.  
Alt. 398 metres. Pop. (1906) 20,000. It is described as a miserable town and abominably paved. The inhabitants are entirely Moslem except for 20 Catholic families. There were (1908) some 60 Catholic villages in the neighbourhood, but few churches, and the priests, 3 or 4 in number, lived in Jakova. There were about 100 Serb houses out of a total of 2,000.  
Some of the most turbulent Gheg tribes live in the wild mountains W. of the town, which stands on the S. slope of a steep range near the mouth of the river **Erenik**.  
There is a steep stone bridge of 5 arches over the **Krena**.

## (B) VIA CHAFA THANS AND CHAFA BOSHIT TO JONPEPĀI

- km.  
0 **SCUTARI.** For the first 20 km., to Chafa Thans, see Div. V, Route 13 (B).
- 20 **Chafa Thans**, 1,396 metres.
- 22 Cross head-waters of a tributary of the Kiri flowing E.
- 24 **Suma** church and village.
- 28½ **Joani** church, 630 metres. Road branches r. 3½ km. to Kiri.
- 31 Cross head-stream of Kiri and continue up l. bank for 2½ km. ; then recross and climb slope for 2 km. to—
- 35½ **Plani** church, 750 metres. Houses are scattered over the steep slope descending to the Kiri. There are maize fields and large chestnut trees. Cross two head-streams of the Kiri, which lower down flows through a wild and almost impassable gorge, and climb to—

|     |  |
|-----|--|
| km. |  |
| 42  | <b>Chafa Boshit</b> , 1,360 metres. Descend steeply for 1 km., then gradually for 3 km.  |
| 47½ | <b>Ura Shals</b> , a bridge strong enough for horses. Cross and climb by a very steep zigzag path to—  |
| 50½ | <b>Abata</b> , 670 metres. Continue through hill-pastures to—  |
| 55  | <b>Chafa Nermañs</b> . Alt. 1,707 metres. 1 km. long. Follow l. bank of the Lyumi Zi, which drains through a ravine to the Drin.                 |
| 58½ | Cross the <b>Lyumi Zi</b> . Alt. 1,180 metres. Turn r., following the Lyumi Nikait, but keeping to the high ground about 1 km. above the stream. |
| 63½ | <b>Perai</b> , 800 metres. Turn l. through the village and descend to—   |
| 64½ | <b>Jonpepai</b> . Join Route (A), above, at km. 70.  |

## ROUTE 15

SAN GIOVANNI DI MEDUA OR SCUTARI—PRIZREND  
—FERIZOVIC

## VIA PUKA AND SPASH

For the most part this route is represented by mountainous tracks, excepting only the ways over the coastal plain from San Giovanni di Medua or from Scutari to Vaudeñs. A Serbian division passed from Jakova to San Giovanni di Medua *via* Spash and Puka in 1912, with mule transport only.

The ways from San Giovanni di Medua and Scutari converge upon Vaudeñs, and there are two routes from each, as follows:

## SAN GIOVANNI DI MEDUA—VAUDEÑS

(A) *Via Alessio and left bank of Drin.*

|     |   |
|-----|---|
| km. |   |
| 0   | <b>SAN GIOVANNI DI MEDUA</b> . For the first 8 km. see Div. V, Route 3 (B). |
| 8   | <b>Alessio</b> . Track continues along a causeway to—                       |
| 16  | <b>Ura Shkins</b> , bridge over a tributary of the Drin.                    |
| 21  | <b>Jadri</b> .  |
| 22  | <b>Zoysi</b> .  |

- km.  
24 **Gramshi.** 4 km. farther, leave the Drin, which bends westward.  
31 **Pachram.**  
32 **Pistuli.**  
33½ Rejoin the Drin.  
34½ **Selchet.**  
36 **Myet.**  
37 **Vaudeñs.**

(B) *Via right bank of Drin.*

- 0 **San Giovanni di Medua.** Follow road to Scutari (Div. V, Route 3) to—  
35 A point 2 km. beyond **Bushati.** Here branch NE. across plain.  
41 Ferry over the **Drin** just below the point where the Drinassa diverges from it.  
42 **Vaudeñs.**

#### SCUTARI—VAUDEÑS

(A) *North of Drinassa.*

- 0 **SCUTARI.** Leave town in SE. direction and ferry over the **Kiri**; thence cross plain to—  
10 Ferry over the **Drin**, above the point where the Drinassa diverges, to **Vaudeñs.**

(B) *South of Drinassa.*

- 0 **Scutari.** Leave town S. and cross wooden bridge over the Drinassa to **Bakchelik**; follow the Drinassa along the Alessio road.  
5 Leave Alessio road and follow cart-track near l. bank of river.  
14 Cross **Drin** by the ferry below the divergence of the Drinassa.  
15 **Vaudeñs.**

#### VAUDEÑS—JAKOVA

km. from  
S. Giovanni,  
Route (A).

- 37 **Vaudeñs,** 19 metres. A horse-track leaves the river, crosses **Chafa Gurit**, a low col (72 metres), and descends to the valley of the Gömsiche stream opposite—

km.

41 **Gömsiche** church. Track continues E. to Puka, entering the hills 15 mins. beyond Gömsiche. Follow r. bank of Gömsiche stream to—

46 **Dushi poshtme**. Here a small tributary comes in: follow its r. bank up in order to cross it. These detours have frequently to be made in order to cross streams.

47 Cross **Proni Dushit**. **Shkurt**, l. Track leaves Gömsiche stream and climbs.

49 Ziggags.

52 **Han Domjonit**.

53 Alt. 653 metres. **Han Dartha**. Hereabouts the road goes through woods.

58 **Chereti**, 549 metres.

63 **Puka** (964 metres). Important strategic point; an observation post at the time of the Turkish domination. Plenty of water and grazing near the *han*. Desolate hills of friable earth. No cultivation. Part of track on narrow ledge high up on mountain side, dangerous.

An inferior track leads through Ibalya to **Fyertha** (Firtha; 27 km.) on the Drin. There is a ferry here. Track leads NE. along l. bank of the **Valbona**, and then descends over bare slopes to the **Bushteritsa** valley, crosses that stream, and joins a track from **Jonpepāi** (Div. V, Route 14, at km. 70). It then passes, successively, the **Chafa Luzhs**, **Bituch** village, and the **Chafa Shkols**, and reaches **Jakova** after a journey given by an early authority as 10 hours from Fyertha.

64 Hereabouts road enters a fine forest of oaks and chestnuts which stretches as far as the Drin.

68 **Hani Rapsh**, 889 metres.

72 Track l. to join the track under notice at km. 64 above.

74 **Fusha Arsit**.

76 **Arsi**, 548 metres, on the Lyumi Goyanit (lower down called Fan i Goyanit and Fan i Math): fertile valley, draining southward to the Fan. Road ascends steeply.

A path crosses to l. bank of river here, and following it down to **Shmihya** crosses to r. bank, which it follows through **Shkoza** and **Goyani**. Here one path crosses to l. bank, and passing through **Kalivari** leads through **Spachi** to **Orosh**. Another path keeps on r. bank and leads to **Kushneni** and the country on r. bank of the Fan i Math.

77½ **Brdeti**.

km.

At the junction of the Lyumi Goyanit with the Lyumi Zi, which comes in here from N., a track leads N. along l. bank of Lyumi Zi to **Ibalya**.

The **Lyumi Zi** (Krüe Zi) is crossed: sometimes unfordable. The river here called **Mihāina** is followed.

81

Alt. 679 metres.

84½

**Chafa Malit**. Summit 945 metres. Deep forest. Descend steeply.

From here a track winds 21 km. E. over the hills, crossing the Chafa Mols, Chafa Shlakut, and Chafa Jurs, and passing the villages of **Lethiz** (Lehize) (758 metres), **Mgula**, **Shemrti** (Shmriya), and **Shtanz** (Shtam) (498 metres). It crosses the **Proni Kumuls** just before reaching **Ura Vezirit** (i.e. 'The Vizier's Bridge'), where it rejoins route detailed below (see km. 112).

86

Alt. 587 metres.

87

**Fleti** (Flet). Follow the Proni Molāit down.

89

**Za** (Zath; Susāi).

91

**Kulumria**.

93

**Sakati**, 600 metres.

98

Cross a stream. Alt. 198 metres. Bridge.

99

**Spash**, 256 metres.

Another route from **Scutari** to **Spash** is followed by a track recently constructed by the Montenegrins; it leads, *via* **Prekali**, over the mountains N. of Tsukali, and down to the Drin near **Toplana**. It then follows the Drin valley (r. bank) to Spash. Its condition is bad, the surface consisting of loose material roughly laid.

From Spash a track branches NNE. to **Jakova**, 7 hours on horseback, as follows:—

km.

0

**Spash**.

½

Cross Drin by ferry and turn up **Kruma** valley. A lofty cliff on r. bank is known as the fortress of Lek Dukajin. The Kruma is recrossed at km. 3 and 5. Above it a plateau of loose, friable soil is reached, with stunted oak-scrub.

|     |     |   |
|-----|-----|---|
| km. | km. |   |
|     | 8   | <b>Helsharit</b> (Helshani), 1 km. l. The long ascent to the Chafa Prushit begins, the Kruma being recrossed 1 km. beyond Helshani. |
|     | 12  | <b>Golait.</b>  |
|     | 15  | <b>Kyar.</b>  |
|     | 20½ | <b>Chafa Prushit</b> , 730 metres. The descent which follows is too steep for riding.   |
|     | 26½ | <b>Vogova.</b>  |
|     | 28½ | Cross <b>Erenik</b> river by bridge described in Div. V, Route 14, under km. 111, to—   |
|     | 30  | <b>Jakova.</b>  |

From Spash, continuing main route, turn S. and follow up l. bank of **Drin**.

100 Cross **Proni Seriches** (Siricha). Alt. 193 metres.

108 **Kremath**, 220 metres.

112 **Ura Vezirit** (i.e. 'The Vizier's Bridge'), 229 metres. From this bridge to **Prizrend** road is passable by wheels. Motors are reported (Nov. 1915) to have reached **Küküs** (see km. 119½ below) from **Prizrend**. Cross river by the bridge, which has stone piers and 5 stone arches, remarkably light, but no parapet. The two extreme arches abut on the actual hillside, so that even in the highest floods the approach to the bridge is secure. The intervening arches are steep switchbacks. The river is generally forded, horses breast-high, but in flood time fording is impossible. Continue up r. bank.

There is a track continuing up l. bank of **Drin**, crossing **Black Drin** by a bridge a short distance above its junction with White Drin and continuing up l. bank of **White Drin** till it rejoins the other road at the bridge at km. 118½ below.

An authority of 1915 says :—From **Küküs** and certainly from the bridge over the **Lyuma** the road is passable by wheels. It follows the valley of the Drin till it is opposite the village of **Salchin** (Selcheti) and then leaves it. It runs some distance from the bed of the river and above it. In summer it is possible to follow the track along the river bank. **Lyuma** bridge is ½ hour on horseback from **Küküs**. Several streams are forded: the road mounts to 380 metres and descends to the valley of the **Reka** (tributary of the Drin); which is crossed by a wooden bridge (alt. 290 metres).



km.

It climbs again some hundred metres to reach **Prizrend**. The detachment, consisting of 50 pack animals and 100 men, which accompanied the boundary commission in 1913, took 4 hours 40 minutes from the **Lyuma** bridge to **Prizrend**.

114 **Hani Brutit.**

116½ Junction of **Black** and **White Drin**.

118½ Cross **White Drin** by bridge (Ura Nermeñs : stone piers, 4 arches ; not so long as Ura Vezirit but of similar construction), and proceed up valley.

119½ **Küküs** on high ground r.

120½ **Kula Lyums.**

Here a track goes up l. bank of **Lyuma** to (13 km.) **Lyuma** village. It continues to follow the **Lyuma** river to its headwaters, then crosses over the **Rudoka Planina** and descends into the valley of the **Vardar** to **Gostivar** (75 km.).

Cross **Lyuma** tributary by bridge. Road keeps on higher ground 1 km. from river.

125½ **Chechin Lyuma.**

132 **Hani Lachit**, l., by the river bank.

136 **Vrmitsa.**

140 **Shkoza**, r.

146 Cross **Reka**, or **Prizrenska Bistritsa**, and proceed up its valley to—

153 **PRIZREND**, 456 metres.

Pop. (1905) 30,000. 3,000 Moslem houses, 950 Serbian. A few Catholic Albanians and Vlachs. Good bazaars and abundance of country produce. Lies on both sides of **Prizrenska Bistritsa** (tributary of **White Drin**) and spreads up mountain side. There is an exceptionally fine water-supply from the river and numerous hill streams : many mills. To NW. a fertile undulating plain, watered by **White Drin**, extends towards **Ipek**.

Roman Catholic archbishop ; Greek bishop. Serbian theological seminary.

From **Prizrend** road is fit for motor traffic. General direction is at first NE. and then SE. It crosses series of streams descending from the **Hoja Balkan**, which lies SE.

159½ **Lyutoglava.**

162 **Gilance**, l.

km.  
167½  
172

Cross **Lešana**, 441 metres.

**Suharjeka**, 444 metres.

Here is a direct cart track from **Jakova**. Details from map are as follows :—

km.

0 | **Jakova**. For the first 9½ km. see Div. V, Route 17, km. 33–23½.

9½ | Leave **Jakova**–**Prizrend** road.

10 | Cross **White Drin** by a bridge. Proceed NE. over hills.

9 | **Rahovce**. Road soon bends SE.

17 | **Obteruša**.

26 | **Suharjeka**.

178 | Alt. 702 metres.

179 | **Dulje**.

182 | Summit, 915 metres. Descend into **Crnoljeva** valley following l. bank of stream.

189 | Alt. 740 metres.

190 | **Crnoljeva**.

191 | Alt. 709 metres. Road bends SE.

193 | Alt. 659 metres. Road cuts across bend of river to—

196 | **Stimlja** (**Stimnja**), 600 metres. Cross **Crnoljeva**.

201½ | **Kosure**, l.

211 | **FERIZOVIĆ**, on railway from **Üsküb**. (For road communication see Div. IV, Route 1, at km. 49.)

## ROUTE 16

### SCUTARI OR ALESSIO—OROSH—PRIZREND

#### (A) FROM SCUTARI

km.

0

**SCUTARI**. Leave the town by the Alessio road, and follow it for 6 km.; then branch l. and E. to **Ashti** (10 km.), follow the **Drinassa** (l. bank) to 14 km., and join alternative route from Scutari. This alternative route leaves Scutari SE., and crosses the **Kiri** (2 km.) and the **Drin** at **Vaudens** (Div. V, Route 15), 10 km. Distances reckoned by this second route.

- km.  
10 Cross the **Drin** to Vaudeñs and continue SE. over plain to—
- 15 **Grūka Jadrit.** Point where the **Jadri**, a tributary of the Drin, issues from the hills. Follow up its valley, r. bank.
- 21 **Mnela**, l., on slope above river.
- 23½ **Vigu.** Junction of **Jadri** and **Voma** (Vam) streams; cross Jadri and follow l. bank of Voma, but cross it to reach—
- 29 **Kalivachi**, 202 metres. Track leads up limestone valley to—
- 33 **Kachiñeti**, 488 metres, surrounded by oak forest, on divide between Drin and Mat basins. Descend valley of river **Dibri**.  
A track strikes SSE. through almost continuous woods to **Kalori** (8 km.) and the Alessio-Shpal track (below), 20 km. Though longer, it may offer an alternative to the direct track through Shinjerj, which crosses a succession of ridges and valleys, as follows:
- 38 **Shinjerj** (Shinjerch), 623 metres. Track very difficult.
- 41 **Chafa Shparth.** Follow l. fork of track.
- 44 Descend to **Proni Sperlatha** stream, and cross it. Alt. 332 metres. Ascend through **Simoni** village. Cross ridge (423 metres), and descend to—
- 47 **Vaumath** (= 'Great Ford'). Bridge, 190 metres, a poor wooden structure over the Fan i Math. Ascend steeply to—
- 49 Alt. 500 metres. After a short distance, the track from Alessio (below) comes in from S.

## (B) FROM ALESSIO

- km.  
0 **ALESSIO.** The most direct route leads SE. from the town along the foot of the hills to **Filthana** (4 km.; alt. 90 metres), and then turns in a generally easterly direction up the hills.
- 8 **Chafa Shparth**, 530 metres.
- 10 **Chafa Than**, 480 metres.
- 12 **Buljeri** church, 220 metres. Descend to and follow the **Proni Lechet** to its junction with the **Fan** (alt. 40 metres); turn N. up r. bank of the Fan to—
- 16½ **Rubigu**, 110 metres. Here is a monastery situated on a projection from the flank of the valley, rising boldly above the river, which here

km.

km.

flows in a broad valley southward to the junction with the Mat. From Alessio it is also possible to continue S. from Filthana to **Spetyani**, and to cross the hills by a difficult track from there to Rubigu (3 hours from Alessio by this route). Again, the plain track S. from Alessio by **Senkol**, and up the Mat and Fan valleys to Rubigu, may be followed, but this greatly lengthens the distance.

From a point 1 km. above the junction of the Mat and Fan, however, and 25 km. from Alessio, a track leads to Orosh avoiding Rubigu, and keeping E. of the Fan throughout. It passes through **Rsheni** (41 km.) and **Kametsi** (46 km.), and by it **Orosh** is 59 km. from Alessio.

Rubigu may be reached from **Scutari** by following the track above detailed for about 16 km. to the **Jadri** stream, whence there are alternative tracks SSE. across the **Zadrime** plain through enclosed fields to **Troshani** (30 km. from Scutari) and **Kalmeti** (34 km.). **Kalmeti** (alt. 102 metres, on an affluent of the Drin) is the residence of a bishop. From **Kalmeti** continue over a spur of the **Maya Vels** by a pass (38 km.; 700 metres) to **Velya** church (**Kisha Vels**) (39 km.), and thence keeping above the l. bank of the Rubigu river (**Proni Lechet**), which flows in an impassable gorge, to **Krützezi** (46 km.; 300 metres) and **Rubigu** (51 km.). This track is passable only on foot. From **Velya** an alternative route, longer but passable by pack animals, leads S. to the Alessio-Rubigu track near the **Chafa Shparth** (km. 8 above).

Follow up the Fan to the Fan i Math, crossing the river several times.

25 Cross the Fan i Math (alt. 80 metres), from which point the route ascends the ridge between the Fan i Math and the steep, narrow valley of the Fan i Vogel, to which it runs roughly parallel.

27½ **Nerfusha**, r. A small, well-cultivated plain here.

30½ **Nerfandina** (**Nderfandna**), 440 metres. 2 km. farther, r. fork is followed.

35 Alt. 780 metres.

37 Junction with route from Scutari (above).

km. from  
Seutari

- 50½ From junction, track continues NE. to—  
**Shpal** church, 490 metres, and then descends to—  
 52½ **Fan i Vogel** stream. Alt. 250 metres. **Blinishti** 1 km.  
 NW. up flank of valley.  
 53½ Cross Fan i Vogel to l. bank, continue up it to—  
 57½ Crossing of a l.-bank tributary, the **Sefta Oroshit**, 270  
 metres; then ascend ridge between its valley and that of  
 main stream.  
 62½ **Orosh**, the principal centre of the Mirdites. On a slope  
 to the valley surrounded by mountains there are farms,  
 and among them a great white house of Prek Bib Doda,  
 the chief of the Mirdites, and 500 metres higher, on a rocky  
 peak, the summer palace of the mitred abbot of Orosh.  
 On the other side of the valley, more farms and, separated  
 from them by a ravine, the church and other important  
 buildings, such as the schools. These are about half-way  
 up the mountain. The surrounding country is exceedingly  
 mountainous and produces few supplies.

From Orosh, as an alternative route to Ura Vezirit to  
 that detailed below, a track leads over the Chafa Chirit  
*via* **Nansheynt** and **Vlashai** to the **Lurya** district and the  
 Mala river flowing through it to the Drin, then following  
 the left slopes of the Mala valley to the Moslem village  
 of **Arni** (Arnya). From here the track climbs over the  
 plateau, passing through the villages of **Sroji** and **Chinima**,  
 and descends to the Drin at **Kolchi**, whence the river must  
 be followed down to the crossing at **Ura Vezirit**.

- 65 Continue ascending ridge to—  
**Chafa Palit**, 930 metres. Here track forks, r. branch  
 keeping high along ridge about 5 km. before descending to  
 valley at Fandi (Bisag); l. branch (here followed) descend-  
 ing immediately. (The Fan in flood may cover the whole  
 bottom of the valley.)

A third track, leading r. and ESE. (see under Orosh,  
 above) to **Nansheynt**, crosses the head of a valley running  
 N., climbs over the **Gurikuch** ridge, descends to **Kreya**,  
 and thence leads up the Mala to **Lurya eper** (6 hours from  
 Orosh). From Lurya eper the path goes over the Chafa  
 Luryes and descends steeply into the Drin valley at

- km. | **Klyeshe** (Kalis), and there crosses the river by a bridge (reported broken in 1913, when an alternative crossing 7 km. lower down the Drin near Arni was used). The slopes E. of the Drin are then ascended to **Velesha**, where the DIBRA-PRIZREND route is joined (Div. V, Route 22, at km. 41).
- 72½ | **Bisag** (Bisak) **poshtme**. Follow l. bank of Fani.
- 76 | **Fandi** (Bisag), 510 metres. 1½ km. farther, leave valley and strike up wooded hills.
- 80½ | **Matats** and **Chafa Plet**, 920 metres. Sharp descent to **Proni Darthas**, tributary of Fan.
- 81½ | **Mishesh**, 860 metres.
- 82 | Foot of descent, 670 metres; follow up Proni Darthas.
- 83½ | **Dartha**, 780 metres. The hills at the head of the valley are now ascended in order to cross the high divide between the Fan basin and the Drin.
- 86 | **Lari**, 1,080 metres.
- 87 | **Chafa Kazhñori**, 1,470 metres. Track crosses wooded spurs and heads of ravines, keeping at elevations from 1,400 to 1,530 metres.
- 91 | **Chafa Kumuls**, 1,430 metres. A rapid general descent now begins, along the slopes of the valley of the Proni Kumuls, but, as before, a number of spurs and the ravines between them must be crossed. There are tracks on both flanks of the valley.
- 105 | **Ura Vezirit** (Serb. Vezirski Most; 'The Vizier's Bridge' over the Drin) (4 hours from Chafa Kumuls). Join Div. V, Route 15, at km. 112, and follow it to—
- 146 | **PRIZREND**.

## ROUTE 17

PRIZREND—JAKOVA—IPEK, 71 km.

This route is fairly easy and is passable for wheeled traffic, but is mostly used for pack transport. From **Prizrend** to **Jakova** the road is less hilly than from **Jakova** to **Ipek**, and takes 6 hours' good going in a carriage from **Prizrend** to **Jakova**, and 6 hours from **Jakova** to **Ipek** direct, if detour to the monastery of Dechan is omitted. The road traverses the open cultivated plain country and foot-hills, and follows the valley of the **White Drin**, passing **Krusha**. The

road crosses the river above **Rogova** by a stone bridge (**Ura Fshâit** : **Švanjski Most**), an important passage and easy to defend. There is also a ford about  $2\frac{1}{2}$  km. down-stream which can generally be used. The road then leads to **Jakova**. Leaving **Jakova** the road skirts the E. edge of the mountains lying to the W., and after passing numerous small villages reaches **Ipek**.

Artillery passed over this road in 1912.

km.

0 **PRIZREND**. Ascend and then over plateau to—

6 **Atmaja**.

13 Cross the **Topluha** stream to **Pirana** (alt. 340 metres), a large Moslem village: land well cultivated and fertile, maize, corn, and tobacco.

16 **Krusha-mathe**, alt. 332 metres, on a stream 2 km. from its junction with the **Drin**.

19 Cross to r. bank of **White Drin**, or proceed 4 km. up l. bank of **White Drin** and cross by **Ura Fshâit** bridge (**Švanjski Most**).

20 $\frac{1}{2}$  **Rogova**.

23 $\frac{1}{2}$  Cart road comes in over the **Ura Fshâit** from **Suharjeka** and **Ferizović**. (See Div. V, Route 15, at km. 172.)

26 $\frac{1}{2}$  Cross **Erenik** by **Ura Terzia** bridge; 11 arches, stone, several hundred metres long. The river also may be fordable.

32 Cross bridge over **Lukavitsa**.

33 **JAKOVA** (**Gjakovica**). Follow left bank of **Krena**. A carriage road continues over the plain to **Ipek**. Work was in progress in 1915 upon it, the earthwork being completed and about half of the metalling.

35 **Oseku-Pashes**.

37 **Skifiani**.

43 **Gramachel**.

45 **Babait Loches**.

48 **Rastovitsa**.

53 **Prilepi**. Branch track 4 km. NW. to the great monastery of **Dechan**, which is situated where the **Dechanska Bistritsa** debouches into the plain. It was founded in the 14th century, and down to the present occupation of the territory was inhabited by Russian monks, and served as a centre for Serbian propaganda in this Albanian district. It is surrounded by a wall.

56 $\frac{1}{2}$  Cross **Dechanska Bistritsa**.

61 **Streltsi Vogeli**.

70 $\frac{1}{2}$  Cross **Bistritsa Peys** (**Pečska Bistrica**).

71 **IPEK** (see Div. V, Route 4, at km. 229 $\frac{1}{2}$ ).

## ROUTE 18

## PRIZREND—TETOVO (KALKANDELEN).

This is a hill-track leading direct across the **Šar Planina**. In winter it is generally impassable owing to the snow. Between **Jablanica** and **Karatash Kula** (Gur-i-zi) the road is in a bad state. It is partly paved in places.

A few years ago, at the time of the Albanian revolt, a Turkish general passed with an army and mountain guns from **Tetovo** to **Prizrend**.

km.

0

**PRIZREND**, 456 metres.

Alternative routes on each side of **Prizrenska Bistrica** (which flows in a deep ravine) uniting at—

5½

Junction of tracks. Alt. 1,051 metres. Route follows high ground S. of stream.

7

Alt. 1,122 metres.

7½

**Jablanica**, 1 km. NE. in a deep side valley. On a crag close by stands the ruins of **Dušangrad** (Kiz Kaleshi), while **Struzha** lies hidden in another of the side valleys. Just above **Struzha** the road leaves the Bistrica valley and turns E. ascending a spur. W. lie the districts of **Gora** and **Opolje**; SE. is the deep narrow gorge of the **Bistrica**, while straight in front is the peak of **Koritnik** (nearly 2,000 metres).

8½

Alt. 1,200 metres.

10

Alt. 1,091 metres. Branch track E. by **Niregoš** (5 km.), **Ljubinja** (7), **Dražić** (9), **Gornjeselo** (11), to **Bitinja** (21), and so to **Kačanik** (43 km.), &c.

12½

**Karatash Kula** (Alban. Gur-i-zi), alt. 1,617 metres. Here the route bifurcates, one path leading l. down the deep narrow valley of the **Šarska** (Tetavska) stream, while another to r., rather easier, follows a spur towards the Tetovo plain, which now opens to view. Follow r. branch.

15½

Alt. 1,690 metres.

19

Alt. 1,981 metres: summit of pass (Kari Kosine) over the **Šar Planina**.

24½

**Veshal**, 1,165 metres. Follow **Šarska** valley.

28½

**Brodeti**, 942 metres. Here l. branch (see km. 12½) joins. Cross **Šarska** river, and continue over a cultivated plain to **Tetovo**.

34½

**Shipkovitsa** (Mezefovica), 892 metres.

41½

**TETOVO** (Kalkandelen).



## ROUTE 19

TETOVO (KALKANDELEN)—KAČANIK, 33 km.

This track leads NE. from **Tetovo** along the foot-hills of the **Šar Planina**, keeping somewhat above the level of the open **Tetovo Polje** (plain), which extends 6–7 km. E. to the **Vardar** river which waters it. Numerous streams descending from the **Šar Planina** to the plain are crossed.

|     |   |
|-----|---|
| km. |   |
| 0   | <b>TETOVO</b> (Kalkandelen).  |
| 3   | <b>Džepčišta.</b>   |
| 5   | <b>Nerasten.</b>  |
| 7½  | <b>Leška.</b>   |
| 10½ | <b>Tearca.</b>  |
| 12½ | <b>Pršavci</b> (Prifva).  |
| 14½ | <b>Glogje.</b>  |
| 15½ | <b>Dobrište.</b>  |
| 17  | <b>Odri.</b>  |
| 18  | <b>Belovište.</b>   |
| 19½ | <b>Vratnica.</b>  |
| 21  | Track branches E. to <b>Eles-han</b> station on Mitrovica railway, 13 km.   |
|     | <b>Staroselo</b> , 1 km. NW., 790 metres. Road now ascends <b>Rogač</b> spur of the <b>Šar Planina</b> , which divides the <b>Vardar</b> valley from that of the <b>Lepenac</b> . The upper parts of several tributary valleys are crossed. |
| 23  | <b>Rogačevo</b> village.  |
| 25½ | <b>Globočica.</b>   |
| 26½ | <b>Straža</b> village. Road now descends NE. to—  |
| 28½ | <b>Ivanje</b> , and then ascends to cross another spur before descending to—  |
| 32  | <b>Bop</b> , on bank of <b>Lepenac</b> . Road crosses railway and river and reaches—  |
| 33  | <b>KAČANIK.</b>   |

## ROUTE 20

## ALESSIO TO DURAZZO AND TO TIRANA

From Alessio to the Mat river there are two routes, one due S. across the plain, the other leading at first SE. along the foot of the hills bordering the plain, by Filthana and below Spetyani, Zojmeni, and Plana. The first is that more usually followed.

km.

0

**ALESSIO.** For about 2 km. the road is fair; it then becomes a badly-paved narrow track full of holes, and passes for the most part through woods.

8½

11½

**Senkol.** Leave woods; road improves.

**Tale.**

13

**Preka.** Cross the **Mat**, which can be forded in summer; indifferent ferry in winter. (5½ hours from Alessio is the time recorded by a detachment of 100 men and 50 pack animals in 1913.) The river is here divided into three arms, with a strong current. After rain the ford is very difficult, if not impassable. The ford at **Plana**, higher up the river, is much easier; the water was not above the knees after six fine days in January 1916.

A bad muddy road beyond the river for 2 km. through woods.

15

Main route turns l.; another track (very bad in wet weather) turns r. towards the coast, leading direct to **Durazzo** as follows:—

km. from  
Alessio.

19

**Gursi poshter** (3 hours on horseback from Alessio according to an early traveller, whose times are quoted below). Turn S., the track keeping at about 1 to 6 km. from the coast.

25

**Slinza.**

34

**Ishmi** (2 hours from Gursi). This large village lies above the farther bank of a river of the same name, which is crossed. The village (alt. 226 metres) is on the hills which terminate westward in Cape Rodoni.

36

**Lales**, 224 metres.

42

**Hamala** (2 hours from Ishmi). Here the plain about the mouth of the Arzen is reached.

| km. | km. from Alessio. |  |
|-----|-------------------|--|
|     | 51                | <b>Rushkuli</b> (1½ hours from Hamala). Cross the <b>Arzen</b> .   |
|     | 53                | <b>Juba</b> (1 hour from Rushkuli, including the crossing). Continue S. to Durazzo, ascending and following a low ridge (100 metres) above the plain. After 14 km. the Durazzo-Tirana road is joined, and followed to—   |
|     | 69                | <b>DURAZZO</b> (3 hours from Juba).  |
| 18  |                   | <b>Shlasu</b> , 33 metres. A track branches 3 km. SE. to <b>Delbinishti</b> , the residence of a bishop, whence it continues 3 km. SW. to rejoin the present route at Lachi.   |
| 21  |                   | <b>Lachi</b> , 35 metres, 8 hours 20 mins. from Alessio by detachment previously mentioned.  |
| 27  |                   | <b>Han Zheya</b> , 35 metres. Track forks: 1. fork continues over hills <i>via Kroya</i> to <b>Tirana</b> as follows:—   |
|     | km.               |  |
|     | 28                | <b>Uybarth</b> : sulphur springs. Road then ascends rather steeply.  |
|     | 33                | Alt. 259 metres. Winding descent to—   |
|     | 37                | Cross <b>Droya</b> stream by a bridge; alt. 175 metres.  |
|     | 43                | <b>Kroya</b> (Kruya), 584 metres. Pop. 7,000. The birthplace of Skanderbeg. Fine rock-citadel. The town is surrounded by gardens and trees, and is backed by high mountains. Stony track to <b>Tirana</b> (6 hours).   |
|     | 51                | Cross the <b>Zeza</b> stream.  |
|     | 59                | <b>Murata</b> .  |
|     | 64                | Cross <b>Lyumi Tirans</b> stream.  |
|     | 67                | <b>Tirana</b> .  |
|     |                   | Cross stream (Shenliu) impregnated with sulphur.   |
| 32  |                   | <b>Mamurash</b> , 1. Houses and minaret. Cross a strong stream divided into many arms. Wooden bridge above ford. Alt. 59 metres. Pass through wood with muddy stretches and ruined paving. Stony descent to—   |
| 34  |                   | <b>Mitsiona</b> , scattered houses, 1.   |
| 35  |                   | <b>Barizani</b> , r., 28 metres.   |
| 38½ |                   | <b>Derveni</b> , 16 metres, 6¼ hours from Lachi by detachment previously mentioned. The road from here to Tirana is good, and presents no difficulties. Cross broad bottom of a stony valley. Ford five streams, including one, the <b>Zeza</b> , in a narrow ravine, and reach— |

- km.  
 47 **Terküza** river, which is forded. Slight current. Alt. 26 metres.
- 48 Approach the Lyumi Tirans. Track branches r., crosses the river, ascends rather steeply to **Preza** (Bresha) (2 km.; about 250 metres) and continues 3 km. S. to join the Durazzo-Tirana road. The next branch track, however, is preferable.
- 50 Branch track r. to ford the Lyumi Tirans and reach the Durazzo-Tirana road (Div. I, Route 12) *via* Vorra in 4 km., at 21 km. from **Durazzo**.
- 51 **Valias**, 27 metres.
- 56½ Ford Lyumi Tirans, which has a broad and shingly bed. Alt. 31 metres. Follow l. bank of river. There are many scattered houses hereabouts.
- 65 **TIRANA**, 6¼ hours from Derveni by detachment previously mentioned.

## ROUTE 21

## ALESSIO—MAT VALLEY—DIBRA

There are a number of tracks through this difficult country, the topographical details of which are very imperfectly known. It may be stated, however, that the sheet of the Austrian Staff Map 1:200,000 (Prizren), which covers the greater part of this area, is particularly inaccurate.

**Alessio to Fsheher** (Feshim). (i) Leaving Alessio by either of the routes described in Div. V, Route 20 as far as the crossing of the lower Mat, follow the valley up past **Milyoti** to a point about 1½ km. below the junction of the Fan, where the **Proni Hurthas** tributary of the Mat is followed upward and S., and the **Chafa Flak** (927 metres) is then ascended eastward. The track continues in that general direction high above the Mat and south of it to the crossing near Fsheher, about 60 km. by this route from Alessio.

There is no track along the gorge of the Mat itself. above the junction of the Fan, between the Mali Derveni and the Mtsekut. Opposite Fsheher, however, there is on this bank the cultivated plain of **Kakerdoku**, between the river and the Mali Bshkashit.

(ii) The ways described in Div. V, Route 16 may be followed from Alessio as far as **Rubigu**, from which point there are two routes to the Mat valley :—

(a) The **Fan** may be followed down for about 1 hour to the scattered village of **Fangu**. When the water is low it is easy to cross the river from side to side, but in time of flood traffic on either side may be stopped for a long period. At **Fangu** the track leaves the **Fan**, ascends a tributary valley, and crosses the **Chafa Dervenit** (alt. 740 metres; about 11 km. from **Rubigu**). It then descends by a gentle slope *via* **Lurshi** (14 km.) to an altitude of 110 metres on the **Mat** at **Fsheher** (22 km.; about 8 hours from **Rubigu**).

(b) The **Fan** may be followed upward from **Rubigu** to **Rsheni** (cf. also Div. V, Route 16 (B), at km. 16½); thence proceed SE. to the **Mat** near **Fsheher**. This route is easier but longer than route (a) above.

**Fsheher** to **Dibra**. From **Fsheher** the **Dibra** track continues generally eastward, leaving the **Mat** and crossing the **Uraka** river. After 1½–2 hours' journey **Kula Matyes** ('The Castle of **Matia**') is reached; it stands on the steep western slope of a narrow ridge which juts out from the chain of hills bounding the **Mat** basin on the east, and commands a wide view over this part of the basin. About 3 km. (1 hour) farther on is **Lisa** (**Mlisa Bazar**), above the **Lyusa Lisit**, which flows into the **Lyusa Kurdaresë**, a tributary of the **Mat**. The track proceeds through **Fares** (1 hour), over the **Chafa Murs**, and past the villages of **Mura** (2 hours) and **Kachenik** down to **Selishte** in the **Zeta** valley. From here the **Mali Brat** must be crossed. On its farther slope is **Zogai**. Two valleys and the intervening spur are then crossed, and the track descends along the l. bank of the **Black Drin** to a point near **Goritsa**, where the river is crossed, and **Dibra** is reached in 8 hours from **Kula Matyes** according to the authority whose times are quoted above, though these may be too short, and the total time from **Fsheher** to **Dibra** should probably be reckoned as 14 hours.

#### *Branch tracks*

(i) **Fsheher** to **Orosh**. From the **Mat** valley at **Fsheher** a ride of 2 hours along a good bridle-path leads over **Fusha Sajakut** and along the **Zali Dodes** valley to **Perlatai** (alt. about 450 metres), a scattered village. Thence a ridge is crossed to the **Smenya e mathe** valley at **Shchialshi**, and another ridge to the head of the **Smenya e vogel**. Next follows an ascent to the church of **Kametsi** (550 metres), and a ride of 2 hours follows to the **Kroni Jelit** spring, in a pine forest. A little farther on a track branches r. to **Nersheñs**, but the main path descends to cross the head-waters of the **Sefta Oroshit** at

**Bulsari** and ascends again to **Orosh**. The total riding time from **Fsheher** to **Orosh** may be reckoned at about 9 hours.

(ii) Among other possible routes to **Orosh** from the south may be mentioned that from **Kula Matyes**, leading generally east of route (i) above, and passing by **Machukli** and **Kthela** (6 hours) to **Orosh** (8 hours in all).

(iii) **Fsheher** to **Bazari Matit** and the south (upper Mat). There is a track from **Fsheher** SE. along r. bank of the Mat to a point opposite **Fültset** (about 22 km.), where it is joined by a track coming SSE. from **Kula Matyes**. It continues to **Bazari Matit** (3 km. farther), where it is joined by a track coming S. from **Mlisa Bazar** by **Kurdarey**, **Paten**, and **Beyan**. Thence it leads to **Martanesh** (5 km. farther). From here there are routes to **Dibra**, **Elbasan**, and **Tirana** (see Div. V, Route 23).

## ROUTE 22

### DIBRA—PRIZREND

From **Dibra** to the confluence of the two Drins at **Küküs** the horse-tracks avoid the deep gorge of the **Drin** and keep on the high ground to the east of it.

The following itinerary is adapted mainly from the account of a journey made at the end of November 1913 by a detachment composed of 100 men and 50 pack animals. The times given are those taken by this detachment, unless otherwise stated.

km.

- |     |   |
|-----|---|
| 0   | <b>DIBRA</b> , alt. 526 metres. The track presented no difficulties. It lies at some distance from the <b>Drin</b> , on the right side of the valley.                   |
| 16  | Ford a stream in a ravine near the village of <b>Pesyaka</b> , alt. 461 metres. Then cross three other similar streams. All these streams are impregnated with sulphur. |
| 20½ | Ford a strong stream coming from the village of <b>Arbele</b> ( <b>Hrbel</b> ), alt. 506 metres.  |
| 24½ | Ford a stream in a ravine coming from the <b>Desat Planina</b> , alt. 624 metres. Then ford the <b>Pishkopeya</b> stream and soon afterwards reach—                     |
| 28  | <b>Pishkopeya</b> , alt. 562 metres. 5 hrs. 10 mins. from <b>Dibra</b> ; 3½ hrs. according to an earlier authority.   |

Z

km.

Leaving **Pishkopeya** there is a good track, parts of which have been recently put in order, and are passable for wheels, during the first hour and twenty minutes. Then a bad mule-track with portions which would be barely passable during the wet season of the year. The course of this track is very inaccurately laid down on the Austrian Staff Map.

- 33 Ford the **Borovyan** stream. Alt. 449 metres. Village of **Suhodol** near by. Next, ford a stream. On r. bank the village of **Brest Siperme**; on l. bank the village of **Brest Poshtme**. On r. and near road the village of **Kuka**; soon afterwards ford a stream in a wide and deep valley. Shingle bottom to stream. Alt. 346 metres.

- 38 **Blisa**. Roads fork at S. entrance to village. Take l. fork. The village is composed of two groups of houses. The group to the S. and higher up the hill is on a track which is not followed, though it is the shorter. It leads up to **Slatina** (1,115 metres) and then descends very steeply to the **Veleshesa** stream.

The northern and lower group of houses at **Blisa** is on the present track, which instead of ascending, crossing and descending the spur on which **Slatina** stands, leads round it at a lower level. Ford a large river in a fairly wide ravine. Alt. 372 metres. Climb up on the r. bank to alt. 486 metres. Two more streams are crossed, and small villages are passed.

- 40 **Trovjak**. 3 hrs. 20 mins. from **Pishkopeya**. First group of 6 houses 200 metres l. Second group along road on its left hand. L. of road, across a little valley, village of **Palamon**. Next, after fording a small stream (alt. 731 metres), there is seen l. and not far from road, on a commanding site, a ruined fortress. Alt. at this point 859 metres. Steep descent with some bad places to **Iset Sofit**, a little ruined castle 200 metres l. of road. Village below the ruin.

- 41 **Velesha**. Road makes an elbow turning r. at bottom of the village, rising in steps on l. bank of the river **Veleshesa**. Alt. 703 metres. Ascent and then descent with some narrow and crumbling parts, certainly very difficult after rain.

- 46 Cross river **Veleshesa** by a bridge of wood, 1 hr. from **Velesha**. A strong stream in a narrow thickly-wooded

km.

valley, which forms boundary of districts of Dibra to S. and Lyuma to N. Alt. 736 metres. **Tsyerñeva** is to l. of road.

- 48 **Tseren.** Alt. 1,027 metres. Left and in front, running l. and r., are seen the village of **Kula Staplik**, the *kula* of the same name, the village of **Dodāi**, and the castle of **Kalya Dodese**. The last stands 500 metres above the stream on the watershed between the Veleshesa and Pushteritsa streams.

- 53 **Plostan.** 7 hrs. from Pishkopeya. Alt. 1,064 metres. From here as far as **Uymishte** fairly good mule-path, with a steep climb on r. bank of the river which runs between **Lusna** and **Uymishte**, which would be very difficult in the wet season. Then a good mule-track passable in parts by wheels.

- 55 **Vasiat.** Houses on l. of road. Cross a deep ravine. Alt. 1,011 metres. Road goes through a cemetery. Next reach **Ziberlina**, a few houses, 100 metres r. of track. Alt. 918 metres. A steep descent, very difficult after rain. This stretch might be avoided by taking a track more to the l., which rejoins the present track at the bottom of the descent.

Track follows r. bank of a head-stream of the **Pushteritsa**. The district is called Pushteritsa or Bushtritsa.

A left-bank tributary of the Pushteritsa is forded. Alt. 692 metres. Then cross dry bed of a torrent, left-bank tributary of the Pushteritsa, with a mass of alluvial deposit. The track climbs on to the side of the mountain which forms E. side of valley of the **Pushteritsa**. A little farther on is the beginning of a steep and bad descent. Alt. 619 metres. Ford a left-bank tributary of the Pushteritsa.

- 60 **Ura Lyabovs**, bridge over the Shlaga, a tributary of the Pushteritsa, which is here a strong stream. 2½ hrs. from Plostan. Alt. 491 metres. Track rises, turning in a westerly direction a high rocky hill called **Kapi Lyapere**. A flat space affords a resting-place in the climb. Alt. 606 metres. At summit is a cemetery among trees. Alt. 753 metres. Descent to r. to—

- 63 Scattered houses of **Lusna** village. Presently ford a strong rapid river. Alt. 653 metres. Bad ascent over a narrow and crumbling track, difficult after rain. At summit, scattered houses l.; trees r. Alt. 706 metres. Next cross a ravine, alt. 684 metres, to—

- 66 **Uymishte**; numerous scattered houses l. of road. Alt. 682 metres. Track is good from here to Bitsan. Two



- km. | ravines are crossed. Scattered houses, l., belonging to Uymishte village. Cemetery r.
- 68 | Col, 150 metres l. At summit track goes through a cutting. Alt. 764 metres.
- 69 | Ford a strong stream. Alt. 578 metres.
- 71 | Ascend to cemetery to r. Track (here exceedingly steep) forks, leading r. to the principal part of the village of **Kolesyan**, 1 km. distant, and l. to **Bitsan**. Turn l.; alt. 683 metres. Track follows the ridge of a range of hills, keeping sometimes W. and sometimes E. of the summits.
- 74 | **Gorñi Bitsan**. L., an old unfinished Turkish barrack commanding the two villages of Bitsan.
- 75 | **Dolñi Bitsan**. Alt. 394 metres. 6½ hrs. from Plostan. From here to Küküs is a poor road, but passable for wheeled traffic.
- 80 | **Shtichen**, 339 metres.
- 82 | **Gostil**, 316 metres. Presently begin descent into valley of **Lyuma**. Alt. 300 metres. Steep and bad descent. At bottom of the descent a little cemetery, l. Through oak woods and across a small triangular plain to—
- 87 | **Kula Lyums**. Bridge over the **Lyuma**. 2 hrs. from Dolñi Bitsan. Alt. 212 metres. **Küküs** is ½ hr. on horseback l. from the bridge over the **Lyuma**.  
From Kula Lyums, Div. V, Route 15 is followed (from km. 120½ of that route) to—
- 119½ | **PRIZREND**.

## ROUTE 23

TIRANA OR ELBASAN TO DIBRA

VIA THE UPPER MAT VALLEY

There are two tracks eastward from Tirana to the upper waters of the Mat.

(A)

km.  
0

**TIRANA**. Leave town NE. and strike across undulating and partially wooded country to the upper valley of the Lyumi Tirans. Proceed up it past—

km.

4

**Braka**, and—

8½

**Shtish**, to—

10

**Tuña**.

15

**Han Zalit**, about 400 metres, at the junction of local tracks radiating northward. From here, crossing the Lyumi Tirans and leaving the valley, the divide is crossed to the head-waters of the **Zali Münërit** (Terküza), whence there is a steep ascent to—

25

**Chafa Murizes**, 1,255 metres. Hence a branch track leads NE., to descend to the Mat near **Bazari Matit** (Klyosa) (41 km.; about 8 hrs. from Tirana). The track under notice runs E. to the head of the **Uya Murizes** tributary of the Mat, and descends its valley past—

32

**Guribarth**, whence it winds downhill towards the stream, which it subsequently crosses before reaching—

40

**Ura Vashu**, bridge over the Mat just below its junction with the Uya Murizes.

## (B)

0

**Tirana**. Leave town in a general easterly direction over hilly country to—

7

**Han Farka**, 410 metres, near the Farka stream. This stream is crossed and a long, and towards the summit steep and winding, ascent (**Shkala Priskës**) is made to the—

15

**Chafa Priskës**, 956 metres. A descent, in part steep and winding, follows to the upper waters of the Arzen.

29

**Shinjon**. Steep ascent past—

31

**Shinjerj**, 968 metres, to—

36

**Chafa Tuglavet**, 1,424 metres. Thence descend, in parts steeply, to—

45

Bridge over Lyumi Martaneshit, a tributary of the Mat.

Here a track enters from S. from Elbasan as follows :—

km.

0

**Elbasan**. 1 km. along the road to Struga (Div. I, Route 12), turn l. (alt. 130 metres) up **Menez** valley, then ascend and cross spurs of the Mali Shemerise by a winding track.

4½

**Godalesh**, 333 metres.

7½

Alt. 753 metres.

13½

**Lyabinoti Siperme**, in a valley. Ascend to cross

| km. | km. |   |
|-----|-----|---|
|     |     | the <b>Mali Shemerise</b> (alt. 879 metres); then descend past <b>Shemeri</b> village (l.) to the Shemerise stream. |
|     | 21  | <b>Orhenya.</b> Ascend hills N. of the Shemerise, and continue over high ground, crossing a succession of ravines.  |
|     | 25½ | <b>Floch.</b>   |
|     | 28½ | <b>Zdransha.</b>  |
|     | 33  | <b>Neshta.</b>  |
|     | 40  | Alt. 1,494 metres, highest point on track.  |
|     | 43  | Join Route (B) above.   |

A track continues 2 km. along l. bank of stream to **Martanesh**, a considerable village, to which village the riding time from Elbasan is quoted as 7 hrs., and a way may be found along the steep flank of the Mat valley on this (the west) side to Ura Vashu.

At the junction of the tracks, however, the bridge mentioned above crosses the Lyumi Martaneshit, and a track, sweeping round the slopes to the E., descends to and crosses the Mat, and follows the NE. side of the valley.

55 **Strvech.**

61 **Ura Vashu.**

63 From this point a track continues 3 km. along the valley to **Bazari Matit** (see Div. V, Route 21 for routes northward), while the track to Dibra, turning abruptly r. up the slope, ascends to the—

69 **Chafa Bulchizes** or Balchet, 788 metres, and thence descends to the valley of the **Vito Zeze**, crossing it by a bridge from r. to l. bank at 78 km., and continuing past—

73 **Plathi** (Peladey), and—

81 **Shupentse** (Shvinche), to—

82 **Ura Chütetit**, bridge across the Vito Zeze, and so over a spur to—

85 **Goritsa**, near which Div. V, Route 21 is joined, the Black Drin is crossed, and that route is followed to—

95 **DIBRA.**

## RAILWAYS

### SERBIA AND ADJACENT COUNTRIES, INCLUDING LINES FROM SALONICA

The main artery of the whole Serbian system of communications, both internal and external, is the railway from **Vienna** through **Belgrade** and **Nish** to **Salonica**. From this the main line to **Pirot** (**Sofia** and **Constantinople**) branches off at **Nish**. Another important line is that from **Salonica** to **Monastir**, which, however, runs almost wholly through Greek territory.

#### SALONICA—BELGRADE

The total length of the line from **Salonica** to **Belgrade** is 700 km., of which 80 km. are in Greek territory. It is a normal 1·435 metre (4 feet 8½ inch) gauge single line without too difficult gradients or curves and with a reasonable supply of sidings. The line is fairly well made and the rivers are crossed by good iron girder bridges supported by stone pillars. Trains can pass each other at every station. The station buildings are of two-storied masonry. The lower part is used as offices, the upper part as quarters for the station-master. Each station has a telegraph office.

The portion of the line in Greek territory is under the administration of the Greek Government and the rest forms part of the Serbian State Railways.

The total rise from **Salonica** to **Ūsküb** is 290 metres in 245 km. From **Ūsküb** to the watershed near **Preshovo** (60 km.) there is a further rise of 170 metres, or a total of 460 metres in 305 km.

From **Preshovo** the line falls 235 metres in 105 km. to **Leskovac**, and another 128 metres in the next 200 km. to **Velika Plana**. It then rises again 153 metres in 56 km. to **Ralja** and drops 192 metres in 37 km. to **Belgrade**. The line is well constructed. The sleepers are cast iron or steel. The rails, which are 7·75 metres long and weigh 29·5 kg. per metre, were imported from Creusot in France and from Dowlais. The ballast is generally of broken trachyte or limestone, size 4 centimetres. In some places river-gravel is used, but this is being gradually replaced by ordinary ballast. The

locomotives use partly wood (plentiful in Macedonia) and partly Cardiff coal. The minimum radius of curve is 255 metres. The gradients average 1 in 160 and only exceed 1 in 100 in three or four places, the steepest being 1 in 66 near **Kumanovo**. There are 62 stations or halts with sidings, or an average of one to every 11 km. Sixteen of the Serbian stations have platforms between 120 and 150 metres in length and six others between 80 and 90.

*Rolling Stock.*—The Greek rolling stock on that part of the Salonica-Nish line which belongs to the Compagnie des Chemins de Fer Orientaux is approximately (1915) 25 locomotives, 75 coaches, 12 vans, 650 closed and open trucks. Belonging to the Salonica-Monastir and Salonica-Constantinople railway companies there are, in addition, 29 locomotives, 75 coaches, 25 vans, 640 trucks (exclusive of 160 Bulgarian trucks taken in the recent war). The Serbian rolling stock on the Gevgeli-Belgrade line consists of 81 locomotives, 180 coaches, 969 coal trucks, 1,623 closed trucks, 328 open trucks, 53 post and luggage vans. The locomotives are of the 2-4-2 type, with 6-wheeled tenders, of a maximum weight (empty, without tender) of 42·7 English tons. The 4-wheeled passenger coaches and goods trucks are mostly of Belgian make. According to a report of 1884 the goods trucks had a capacity of 10 tons each, and the 1st, 2nd, and 3rd class coaches carried 24, 40, and 50 passengers respectively. Forty trucks, or their equivalent in coaches, would as a rule make up a troop train.

*Speed.*—The maximum speed on flat straight sections is 75 km. per hour. The average speed on the longest runs is 50 km. per hour. Owing to the sharp curves at the switches, the maximum speed through stations is not more than 40 km. per hour. For passenger trains the average speed including halts is not over 30 km. an hour. Troop trains would probably require 30 hours with the line in normal condition, and more in abnormal conditions.

*Capacity for Traffic.*—As regards the number of trains which could be run during the 24 hours: the Serbian military authorities are reported to have managed 24 each way during critical periods in the second Balkan war. A conservative estimate for normal running would be to allow 12 each way from Salonica to Gevgeli and from Vranja to Belgrade, and rather less, possibly as few as six to eight, on the Macedonian section. Assuming only six trains a day through traffic and taking the rail requirements of a division at the front at roughly half a train a day, and allowing for two trains a day for the requirements of the inhabitants, it follows that the railway could support a force of something like eight divisions without much difficulty.

The maximum load for passenger trains is 197 tons, and of goods trains 640 tons (English).

The following information was received in July 1915 :—

Maximum carrying capacity, 6 or 7 25-truck trains daily each way.

Actual average traffic, about 4 trains daily each way.

An addition of 39 normal-gauge engines and 1,300 trucks was reported to be essential to the proper working of the line.

A considerable part of the requirements above mentioned has now been supplied (1915), and the present carrying capacity of the line is estimated at 10 trains of 30 or 40 trucks each daily in each direction.

km.

0

### SALONICA.

The **Belgrade** and **Monastir** lines start from the same station, which is on the W. of the town, and are connected by sidings with the harbour and docks. Length in metres of platforms : accessible length-wise, 22 metres ; accessible end-wise, 100 metres ; alongside goods station, 100 metres. There are 10 sidings, total length about 5,100 metres. (The terminus of the SALONICA—DEDEAGACH line lies a little farther north.)

The two lines are connected by a siding at the **Military Station** (4 km.), which has a 500-metre platform and several 200-metre sidings.<sup>1</sup>

On leaving Salonica the line runs NW. over a bare plain to the river Galiko (11 km.), over which there is a bridge of twenty 6-metre spans of lattice girders on masonry piers.<sup>2</sup>

23 **Topsin.** Double line for 365 metres, and a siding for 182 metres. No water tanks. The Monastir main road crosses the railway 1 km. before the station ; 4 km. beyond station the railway turns N. and ascends the valley of the **Vardar**, keeping close to l. bank.

43 **Amatovo.** (Two sidings, total 457 metres ; water tank, alt. 27 metres.) The line now follows for about 10 km. the western shore of Lake **Amatovo**, and then turns NW. through meadows and rich cultivation to—

56 **Karasuli Junction.** The main line station is similar to

<sup>1</sup> All stations, unless otherwise stated, have at least one 180-metre siding as well as a double line for 365 metres to allow of trains crossing.

<sup>2</sup> This is the usual type of bridge along the line as they existed before the first Balkan war. But some were then blown up and have not yet (1915) been permanently reconstructed ; they now rest on temporary wooden structures.

km.

Topsin and Amatovo, but is connected by a short branch with **Karasuli** Station on a branch line to **Kilindir** connecting with the Salonica-Dedeagach line. This latter station, alt. 29 metres, has been made entirely for military purposes, and extensive sidings (548 metres) permit of six trains standing in the station at a time. It has a turntable, water-tank, and small coal dépôt. The branch line, 25 km. long, turns off here to join the Salonica-Dedeagach line at **Kilindir**. There is a military crossing-place on it at 10 km. from Karasuli. This is a strategic loop-line to avoid Salonica if that were threatened from the sea; three bridges on it were blown up by the French in January 1916.

Shortly after leaving Karasuli the hills close in and the main line enters the **Chingane Boghaz** or defile of the **Vardar**, running alongside the stream. It crosses to the r. bank of the Vardar by a bridge of 15 lattice girder spans of about 18 metres each on masonry piers some 4 metres above the water-level. Rails run above the girders, and there is no planking or roadway by which vehicles might be taken across on an emergency. There is only some planking, 0.76 metres wide, forming a passage across. There is a handrail. Just north of the bridge is—

59

**Gümenje** Station, alt. 37 metres. Two sidings, total 566 metres. Near the village of **Bohemitsa** and some 8 km. from **Gümenje**, which lies to the SW. It is only a passing station.

The line enters **Chingane** gorge and follows close alongside the river, which is here flanked by bare stony hills of no great height. Higher ranges to W. The line crosses the **Koja Dere** Bridge by three 19-metre lattice girder spans on stone piers some  $3\frac{1}{2}$  metres above water-level. Other small valleys are crossed by a single 9-metre span of similar construction. The slopes are not very steep, and in places the line is cut out of the hillside. There are no points where the line could be seriously interrupted, although temporary damage might be done at the small bridges and steeper cuttings. The line now enters the open cultivated basin of Gevgeli near Sehova. Hills rounded and fairly easy towards Doiran, but more difficult and rising very steeply to the W., leading up to the Marianska plateau. Immediately S. of Gevgeli the line crosses the broad sandy

km.

bed of the Lyumnitsa stream by a bridge of fifteen 9-metre spans of lattice girders on masonry piers some  $2\frac{1}{2}$  metres above the bed of the stream.

78

**Gevgeli** station, frontier (Serb. Djevdjelija). Alt. 52 metres. Has one passing line 457 metres long, and a siding of 183 metres in length. A new bridge over the Vardar was completed east of Gevgeli early in 1915, consisting apparently of three 45-metre bowstring girders on masonry piers. When the river is in flood this bridge is very important, as it forms the chief means of communication with **Doiran** and **Strumitsa**. At the bridge are two low stony hills, rather isolated, on either bank, those on the l. bank being slightly the higher. Low easy hills trend off towards **Doiran**. Ascending the cultivated valley of the **Vardar**, the line crosses the **Mrzentsi** stream by a bridge of seven 10-metre lattice girders on piers only 1.129 metres above the stream, which is a mountain torrent in a wide sandy belt.

At **Pardovitsa** is a similar stream, with shingly bed, crossed by five 12-metre girders with low piers. This torrent above the bridge is flanked by stone-faced embankments. A little farther up-stream is another bridge of five 9-metre girders over a winding mountain stream. Low outliers covered with brushwood lie about 2 km. W. At km. 97 is a similar bridge of seven 9-metre girders of similar construction. An open cultivated valley lies to the E.

103

**Mirovche** station, alt. 70 metres, is similar in design to that of Gevgeli. Here is a triangle to enable locomotives to turn.

2 km. farther on the line crosses the **Vardar** by a bridge of 8 spans each of 21 metres. The bridge has masonry piers, and is some 7 metres above water-level. It has lattice girders underneath the rails. Light iron handrails and narrow planking across, otherwise no passage fit for wheels or for troops.

106

**Strumitsa** station, alt. 74 metres. Sometimes called Davidovo or Hudovo from neighbouring villages. This station is close to the bridge on the left bank and is connected with the small Bulgarian town of **Strumitsa** by a good cart-road, which makes a wide bend to the SE. before the **Blagusa Planina** is crossed on the way to the town. The



km.

station has one passing line of 365 metres in length and a siding 183 metres, length of platform 80 metres.

The line enters the narrow valley of the **Vardar** ; steep hills covered with sparse brushwood close in on either hand. Between **Strumitsa** station and **Demir Kapu** is the most difficult part of the **Vardar** valley. The line could be easily interrupted here, as both to the north and south there are steep, difficult ranges of mountains where bands of train-wreckers can conceal themselves with ease.

The **Arazli** stream is crossed just beyond **Strumitsa** station by a bridge of eight  $10\frac{1}{2}$ -metre spans. This mountain stream has a stony channel and little water except in flood-time.

110 $\frac{1}{2}$  The **Gradeshka** stream is crossed by a bridge of three 9-metre spans. The defile closes in, and has stony slopes covered with brushwood.

113 $\frac{1}{2}$  The **Vodadolma** stream, which runs in a deep rocky valley, is crossed by three 9-metre spans. A very steep rocky slope on the left bank of this stream is underpinned in places.

115 $\frac{1}{2}$  Third **Vardar** bridge—the railway bends sharply across the narrow valley and crosses the **Vardar** <sup>1</sup> by five 24-metre and two 12-metre lattice girder spans, on masonry piers some 9 metres above water-level.

This bridge would be difficult to repair if blown up.

Open space on the right bank.

The valley opens somewhat into patches of cultivation : steep stony hills on either hand covered with scrub.

The hills close in and form a narrow rocky gorge called the **Demir Kapu** (Iron Gate) defile, with almost perpendicular cliffs of hard limestone on either hand. The line runs close under the cliff and some 19 metres above water-level.

125 At the western mouth is a projecting rock through which runs a tunnel partly supported by a brick arch.

On passing the western end of the defile, the valley opens out to about 1 km. and is well cultivated.

The **Bosava** stream, a mountain torrent with a wide shingly bed, flows into the **Vardar** from the south immediately before **Demir Kapu** station is reached.

<sup>1</sup> Several of the bridges in the vicinity of **Strumitsa** were damaged during the first Balkan war and were temporarily repaired by means of wooden trestles, &c.

km.

The Bosava is crossed by eight 15-metre lattice girder spans on low masonry piers.

- 126 **Demir Kapu** station, alt. 107 metres. 410 metres of sidings. Slightly larger than most of the other stations. Three trains can be drawn up simultaneously. An open cultivated valley lies on either hand and is bordered by stony hills covered with brushwood. Higher up the valley a few small streams are crossed by culverts and single spans of 9-metre girders. At the sharp bend of the stream near **Negotin** the Monastir-Ishtib chaussée comes into view, winding along clay hills to the west just above the line.

- 146 **Krivolak** station has a passing line and also a small siding 182 metres long. It is important as being the station for **Ishtib**, to which there is a fair chaussée. Length of platform, 121 metres.

Continuing up the open Vardar valley, well cultivated to the S., one comes to the **Tikveš** district, inhabited mostly by Pomaks.

**Crna** (Kara Su) Bridge.—The Crna bridge crosses a large tributary from the Monastir plain and consists of seven 24-metre lattice girder spans on stone piers 6 metres above the water. There is a road bridge (also a ferry) by which the Prilip-Ishtib road crosses the **Vardar**.

- 167 **Viničani-Gradsko** station is an ordinary passing station with a siding of 182 metres. There are five 12-metre lattice girder spans over the **Babuna** stream and three 12-metre spans over the **Topolka** stream. The line passes through a cultivated district of low rounded shaly hills where the villages are mostly Pomak.

Approaching **Veles** (Köprülü) from the S. the line runs close along the stream and about 8 metres above it. It passes a short rock-tunnel (unlined) through a projecting spur.

- 196 **VELES** (Köprülü) station was designed to be larger than it is, and a wide space for sidings remains empty (1915). Length of platform 121 metres, but there is a length of 731 metres between the points where the passing lines touch the main line. The length enclosed between the passing lines is 548 metres. There is a turntable and a goods shed.

The place was formerly an important Turkish military

km.

centre, with barracks, and supplied all the posts for watching this part of the Vardar valley against komitadjis.

The line proceeds through a small cultivated basin, after which the valley narrows, with steep rocky slopes covered with brushwood. Between here and **Zelenikovo** is a suitable place for breaking the line, with the **Golesnica Planina** to the SW. and difficult hill country on the other side. There are several short lengths of rock-cutting and a rock-tunnel 46 metres long, unlined.

At km. 211 there is another rock-tunnel of 92 metres, mostly unlined, but with masonry lining in places. Some rock-cutting.

Of the two bridges over the **Vardar** which come in close succession near **Novoselo**, the first is of four 18-metre plate girders on masonry piers some 7 metres above the water, without handrails and with a footway of planking; while the second bridge has 60-feet plate girders and is of similar construction.

Over the narrow **Kaidinar** valley is one 12-metre span. The valley opens at **Novoselo** and low hills covered with brushwood on either side flank a cultivated valley.

222

**Zelenikovo** (or Zeleniko) station is an ordinary passing station with a siding 183 metres in length.

There is a rough wooden trestle bridge over the Vardar opposite the station.

Immediately N. of Zelenikovo is the wide cultivated plain of **Usküb**, and the line for the first time since **Mirovche** deserts the actual windings of the **Vardar**.

A few small culverts are crossed before **Usküb**.

243

**ŪSKŪB (Skoplje)**. This station is used for the Mitrovica line as well as for the main line. The station is connected with the town by a broad metalled road. At the side of the goods station is an open yard suitable for detraining troops, connected with the town by a road. Total length of platforms, 155 metres. There are two end-loading platforms for guns to the E. of the passing line next to the line from Salonica to Mitrovica with a brick platform 1·829 metres high. On the same (i. e. S.) side of the station are the customs offices and a goods shed with platform 91 metres long, 1·219 metres high, to unload wagons. On the other side of the station, E. of the road to the town, are military stores and a steam flour-mill. At the other

km.

(i. e. W.) end of the station are an end-loading platform, an engine-shed, a water-tank, and coal and wood fuel dépôts.

There is a small station (Vojvoda Putnik) on the Nish line, before the Vardar bridge is reached, which has only a passing siding; and there is a halt at Ajvatovac.

The triangle formed at the junction of the Nish line can be used for turning.

Immediately after leaving Ūsküb the line crosses the **Vardar** by an iron bridge 118 metres long and then runs in an easterly direction over open undulating country for 85 km. to the old frontier station of **Ristovac**. Between **Ūsküb** and **Zibevče-Ristovac** there are no tunnels and only four bridges over 10 metres in length. But there are some very heavy gradients.

264 **Aleksandrovo** or **Hadjarlar** (Adžalar), alt. 274 metres. From here the railway turns sharply northward. Between this and Kumanovo several steep gradients of 1 in 66 for 2 km. each way between Aleksandrovo and Kumanovo. Alt. 320 metres.

282 **Kumanovo**. This station is 3 km. by road from Kumanovo town.

On leaving Kumanovo station the line proceeds in a northerly direction up the valley of the Banjska river and follows its right bank. Heavy gradients of 1 in 70 for 2 km. each way between this station and Tabanovche.

295 **Tabanovche** (Serbian, Tabanovac), alt. 387 metres. Line here continues up Banjska valley to—

304 **Preshovo** (Serbian, Preševo). A military station with a 400-metre platform and several sidings. Several gradients of 1 in 80 for 2 km. each way between Preshovo and **Bukarovce**.

309 **Bukarovce**.

322 **Bujanevce**.

330 **Zibevče-Ristovač**. This was formerly the frontier station (it had been closed in April 1915) and has extensive sidings. The railway now crosses the **Morava** and runs down along the left bank to Vranja.

341 **Vranja**. The station is  $1\frac{1}{2}$  km. south of the town, which is situated on the hills and is connected with it by a good road.

From here the line crosses the river and runs at the foot of high mountains for 8 km., and then recrosses the river at—

km.

354

**Priboj.** Line runs through the valley of the **Binačka Morava**.

365

**Vladičin Han.** After passing this station the line passes through several tunnels in the narrowing valley before reaching—

375

**Džep.** This station is situated at the southern entrance of the **Grdelica** defile. Through this narrow wooded canyon, where the road and railway have with difficulty been carried along the foot of the cliffs, the line runs for 18 km., crossing the **Morava** river at three points before reaching—

394

**Grdelica.** On leaving this the line crosses the river twice and then leaving it runs straight NW. across a spacious valley to—

409

**Leskovac.** On leaving Leskovac the line crosses the **Veternica** river and then runs NW. over open country to—

420

**Pečenjevce.** The valley here narrows again and the line, crossing the river **Jablanica**, arrives at—

428

**Brestovac.** On leaving this station the line crosses the rivers **Toplica** and **Morava** at the entrance of a narrow pass dominated by the ancient castle of Kurvingrad.

446

**Belotinci.** The railway now runs N. along the eastern edge of the widening valley till it strikes the river **Nišava** and then turns sharply eastward.

455

**NISH**, the junction of the Salonica and Constantinople lines and eventually also of the Roumanian-Adriatic line, is the most important station in the kingdom. There are 16 sidings, all of 400 metres. There are repairing shops. The station lies W. of the town. Doubling of line to Belgrade reported in progress and partly completed (Mar. 1916).

From Nish the railway crosses the **Nišava** and runs along the eastern edge of the fertile valley, crossing over to the l. bank of the **Morava** before reaching—

475

**Grač.** On passing this station the line follows the valley of the **Morava**.

484

**Aleksinac.** Here there are five sidings, all of which are over 400 metres in length. The town itself lies 3 km. north of the station and on the other side of the river **Morava**, which is crossed by a bridge.

The line then runs along the foot of the hills to the west of the river.

492

**Korman.** The railway continues its course along the foot of the hills.

- km.  
504 **Djunis.** This small station is at the entrance of the **Stalać** gorge. The line enters this gorge and crosses to the right bank with many cuttings through the granite cliffs and one tunnel of 228 metres.
- 523 **Stalać junction.** This station, with seven sidings over 400 metres in length, is the junction for the **Western Morava** line. It is at the northern extremity of the **Stalać** gorge. The valley of the united Morava now widens out and flattens, the line following the river at an average distance of 2 km. from its eastern bank.
- 528 **Ćićevac.** From **Ćićevac** there are (a) light railway to **Sveti Petar** (26 km.), and (b) light railway to **Moravac** coal-mines (5 km.).
- 531 **Sikirica.**
- 544 **Paraćin junction.** This is the junction for the **Zaječar** and **Timok Valley** line (which see).  
The line now continues over a flat tract, frequently flooded, to—
- 550 **Čuprija.** This is a large station with 11 sidings, of which one is over 603 metres, two are of 502 metres, and the rest of various lengths from 100 metres upwards.  
Branch line NE. to **Senje** (12 km.) and **Senjskimajdan** (21 km.).  
The railway now bends sharply W. and crosses the **Morava** by a bridge 320 metres long just above a pontoon bridge.  
It then runs along the western edge of the valley to—
- 563 **Jagodina.** At this station there are 6 sidings, five of which are between 429 and 530 metres.  
The spurs of the **Crni Vrh** now narrow the valley for the last time, the line keeping close to the left bank of the **Morava** to—
- 579 **Bagrdan.** This is a small station serving a village about 2 km. S.  
The valley now widens and the line runs NW. along the base of the hills, about 2 km. from the river.
- 589 **Lapovo junction.** A large station with seven sidings varying from 153 to 484 metres.  
The **Kragujevac** line (which see) runs from here for 28 km. up the valley of the **Lepenica**.  
The line now runs along the western edge of the open plain to—

km.

599 **Markovac**, a station with five sidings from 274 to 384 metres, which serves the town of Svilajnac, situated 8 km. E. and across the river.

608 **Velika Plana** junction. Six sidings, 300–450 metres. This station is the junction for the Smederevo branch, which continues along the western edge of the Morava valley past the stations of **Veliki Orašje** (7 km.), **Krnjevo** (12 km.), **Lozovik** (18½ km.), and **Osipaonica** (25½ km.), to the port of **Smederevo** (45 km. from this station) on the Danube, 653 km. from **Salonica**.

The main line now turns sharply W. through fields of maize and patches of forest, up the valley of the **Jasenica** to—

620 **Palanka**. This station contains five sidings of from 347 to 457 metres. The line then follows the valley of the **Kubrsnica**.

630 **Kusadak**.

645 **Mladenovac**. This station has two sidings of over 500 metres and several others. It is the junction for the **Arangjelovac-Lajkovac** line. See **Mladenovac-Lajkovac-Zabrež-Valjevo** Line below. The line now mounts NW. through hilly country near the foot of Mount **Kosmaj**.

652 **Vlaško Polje**. Line now proceeds over a bare watershed to—

665 **Ralja**. From here the line descends rapidly with gradient of 1 in 80 and three tunnels, one 2 km. long.

679 **Ripanj**. This station has five sidings, 274 to 365 metres long. The line then proceeds round the foot of Mount **Avala** and over a viaduct.

687 **Resnik**. Line then proceeds N.

695 **Topčidere**. Line now runs down to the river **Save**. On reaching this it turns sharply NW. and runs along the foreshore to—

700 **BELGRADE**. This station has 20 sidings, all 400 metres long, but the station itself is not very large. There is a goods station, locomotive and repairing sheds.

From the station a branch line runs along the **Save** and **Danube** foreshore for a length of 7 km. This line has a small station on the Save bank, close to where the main line crosses the river by the bridge, 457 metres long, which leads to **Semlin** (6 km. from Belgrade), to the Danube crossing at **Neusatz** (84 km.), and to **Budapest** (362 km.).

## OTHER LINES

The following lines are connected with, or branch from, the SALONICA-BELGRADE line. They are taken in order from S. to N.

1. The line SALONICA-MONASTIR (223 km.).
2. The line SALONICA-DEDEAGACH (444 km.).
3. Branch from KARASULI to KILINDIR (25 km.).
4. The line ÜSKÜB-MITROVICA (122 km.) connecting Macedonia with Old Serbia.
5. The line from NISH to SOFIA *via* PIROT and the Bulgarian frontier (161 km.).
6. The line NISH-KNJAŽEVAC-ZAJEČAR-PRAHOVO *via* the Timok valley (171 km.).
7. The branch STALAĆ-KRUŠEVAC (13 km.), continued by narrow-gauge (0·76 metre) line to UŽICE (164 km.).
8. The branch LAPOVO-KRAGUJEVAC (28 km.).
9. The line VELIKA PLANA to SMEDEREVO on the DANUBE (45 km.).

All the above are of the same gauge as the main line, viz. 1·435 metres, with the exception mentioned under No. 7 as above.

In addition to the above are a number of light railways of 0·76 metre gauge (see p. 380).

## SALONICA—MONASTIR, 223 km.

| km. |  |
|-----|--|
| 0   | The Monastir and Üsküb lines start from the same station at <b>Salonica</b> .  |
| 10  | Bridge over <b>Galiko</b> .  |
| 11  | <b>Tekeli</b> station.   |
| 21  | The Vardar is crossed by an iron bridge, and the line runs SW.   |
| 29  | <b>Kerjalar</b> station.   |
| 35  | Plati village 1 km. S. of line ; proposed point of junction with Greek railway from Larissa.   |
| 44  | <b>Gida-Kapsohora</b> station.   |
| 68  | <b>Verria</b> (Karaferria). Line bends N. to Vodena.   |
| 80  | <b>Agostos</b> station. From 87 metres the line sinks to 32 metres, crossing the marshy valley of the <b>Samorina</b> and the river itself.  |
| 97  | <b>Vertekop</b> station. The line now passes over ground rising 280 metres to Vodena. In the course of its ascent the railway winds, sometimes sharply, sometimes more gently, round the slopes of the hills, preserving the highest |



km.

permissible gradient of 1 in 40. It pierces the mountain by means of 5 tunnels of 60, 155, 625, 60, and 50 metres respectively. Just before reaching Vodena the line crosses a ravine by a viaduct 90 metres long with 3 spans of 30 metres, having two iron pillars resting on stone piers. The viaduct is on a curve of 300 metres' radius and has a gradient of 1 in 40.

- 111 **Vodena.** The line rises as steeply as before. On the stretch to km. 117 there are—tunnel No. 6 of 90 metres; second viaduct with 6 spans of 30 metres each; tunnel No. 7 of 90 metres, No. 8 of 60 metres, No. 9 of 350 metres, No. 10 of 240 metres, No. 11 of 85 metres; third viaduct with 2 spans of 15 metres and 5 spans of 30 metres, four iron pillars of 19, 40, 33 and 19 metres and two stone pillars; tunnel No. 12 of 175 metres; fourth viaduct, 19 metres high, with 2 spans of 15 metres, and 3 of 30 metres, and 2 stone and 2 iron pillars; finally tunnel No. 13 of 680 metres.

- 119 **Vladovo** station, where a plateau 429 metres above sea-level is reached.

In the 18 km stretch from Vladovo to Ostrovo the line runs through the pass (588 metres high) between the valley of Vladovo and the lake of Ostrovo 540 metres above sea-level.

- 137 **Ostrovo** station on the lake of that name (20 km. long and 4 to 5 km. broad). After leaving Ostrovo the line closely follows round the N. and W. shores of the lake. Here the cliffs fall sheer to the water. At the foot of the cliffs and shortly before Pateli the line pierces the mountains by means of a 50-metre tunnel.

- 154 **Pateli.** Turning SW. the line leaves Lake **Ostrovo** and passing through a fertile and open depression approaches Lake **Petrsko** and traverses a flat ridge. Alt. 585 metres.

- 161 **Sorovich** station. The railway crosses the fertile valley of **Egri Bujak**, going round Lake **Petrsko** in a SW. direction.

- 167 **Ekshisu** station, alt. 622 metres. From this point the line runs N. and begins to rise in order to traverse the pass of **Cerovo** (769 metres). The train ascends slowly with many sharp turnings and gradients up to 1 in 40, crossing the 5th, and last, great viaduct between Salonica and Monastir. This has 4 spans of 40 metres, two iron pillars of 19 and one of 12·5 metres' height. Shortly after

|     |  |
|-----|--|
| km. | the pass is the last tunnel, 75 metres long. After traversing the pass, in which there is a siding for the use of banking engines, the line turns W. by N. and sinks for a stretch of 7 to 8 km. at a gradient of 1 in 40. |
| 180 | <b>Banitsa</b> station (alt. 656 metres) in the plain of Monastir.   |
| 190 | <b>Florina</b> (619 metres). After Florina the line turns generally NNW. to Monastir. Numerous bridges over streams in the plain.  |
| 206 | <b>Kenali</b> station, alt. 588 metres.  |
| 223 | <b>MONASTIR</b> , alt. 618 metres.   |

## SALONICA—DRAMA—DEDEAGACH, 444 km.

The Salonica-Dedeagach railway is a single line of the normal 1·435 metre gauge, and provides through communication to **Constantinople**, 740 km. It is essentially a strategic line and has been planned to run at a distance of at least 20 km. from the sea to avoid attacks from that quarter. In case Salonica or Dedeagach were threatened from the sea, short loop-lines have been made, so as to avoid, if necessary, approaching these places. Thus a link from **Bodoma** to **Ferejik** was built to avoid Dedeagach. The line passes inland through a mountainous country and has several steep gradients, the steepest being 1 in 40 between **Drama** and **Nusretli**. The principal gradients are: ascending to **Sari Göl** station, descending towards **Kilindir**, ascending and descending between **Akinjali** and **Poroi**, and ascending between **Drama** and **Nusretli**, followed by a sharp descent to **Buk** bridge over the river Mesta. Very difficult construction work in the gorge of the river **Mesta**. There are very sharp curves between almost all the stations. The principal bridges on this line are the following: over the river **Galiko** (at km. 20) of two 45-metre spans; over the river **Struma** (at km. 130) of five 30-metre spans; and over the river **Mesta** of five 30-metre spans. An important feature of most of the bridges on this line, both large and small, is the lowness of their piers; the piers of the bridges over the rivers **Struma** and **Mesta**, for instance, are only 3½ metres high. The bridge over the Struma was blown up by the French in January 1916.

The rolling stock was reported in 1909 to consist of 34 locomotives, 90 passenger carriages, 758 goods wagons and trucks.

The line as far as Dedeagach is worked by a Franco-Belgian Company, the remainder belonging to the Oriental railway system.

km.  
0

### **SALONICA.**

The line leaves Salonica from its own station, which is situated a short distance N. of the main Salonica station, and proceeds in a north-westerly direction and parallel to the Salonica-Belgrade railway line as far as—

3     **Military Station.** This is connected by a siding with the Salonica-Belgrade railway.

9     The line approaches the **Galiko** river, turns sharply northwards, and follows the l. bank of the river through flat and open country.

14     **Military crossing.**

20     **Stena Galiku.** Here the line crosses the Galiko by a bridge of two 45-metre spans, and proceeding along the r. bank and through open country as before, reaches—

30     **Salamanli**, alt. 87 metres. The line then proceeds through cultivated undulating country along the r. bank of the Galiko and rising steadily all the time arrives at—

43     **Sarigöl**, alt. 206 metres. This station is connected by a good road (2 km.) with **Kukush**. The line has now left the Galiko. Continuing in a northerly direction it reaches the village of **Haji Yunus**, alt. 114 metres, whence it descends into the valley of the **Ayak** through well-cultivated and undulating country.

51     **Military crossing.**

63     **Kilindir junction**, alt. 91 metres. This station is situated on the l. bank of the **Ayak** river and about 1 km. S. of the town of the same name.

A short line (25 km.) branches off from here down the valley of the Ayak to **Karasuli** on the Salonica-Belgrade line, thus connecting the two railway systems.

On leaving Kilindir the line continues in a northerly direction through hilly country and along the l. bank of the Ayak to a point 2 km. S. of Lake **Doiran**, which is drained by this river. At this point the line crosses the Ayak and runs into—

72     **Doiran station**, alt. 149 metres. This station is situated on the southern shore of Lake Doiran and about 4 km. E. of the town of the same name, and is connected with it by a good carriage road.

On leaving Doiran station the line runs along the SE. shore of Lake **Doiran** for some 3 km. and then assuming a north-easterly direction it runs over open swampy

- km. country till it reaches the **Koja Su**, a river which runs into the lake near its NE. extremity. The line crosses the **Koja Su** by a bridge (km. 82) and then following the right bank of this river arrives at—
- 85 **Akinjali**, alt. 192 metres. From here the line still follows the valley of the **Koja Su** and ascending sharply reaches in 5 km. the col of **Dova Tepe** (alt. 272 metres), which connects the **Belashitsa** mountains on the N. with the **Kara Dag**h on the S. Here the line descends into the valley of the **Butkovo** and follows the l. bank of this river till it reaches—
- 101 **Poroi** station, alt. 79 metres. The village of Poroi is about  $2\frac{1}{2}$  km. N. of this station and is connected with it by a country track. The line after 2 km. SE. assumes an easterly direction and passes through open marshy country to km. 110. The line here runs for 4 km. along a narrow strip of level ground between the northern shore of **Butkovo Göl** (lake) and the high mountains of the **Belashitsa Planina**, and then proceeds over open country.
- 115 Military crossing.
- 125 **Haji Beylik**, alt. 40 metres. On leaving this the line runs E. for 3 km. and then turns ENE. till it reaches—
- 133 **Struma** river, crossed by a bridge of five 30-metre spans. After this the line turns sharply S. and then SSE. and leaves the river.
- 135 **Demirhissar** station, alt. 149 metres. There is also a military station with good platforms and sidings. A good road connects the station with the town of **Demirhissar** (Valovishta), 4 km. SE.
- The line now proceeds over open and low-lying ground intersected by many watercourses.
- 151 **Prosenik**, alt. 24 metres. The line now takes a more south-easterly direction.
- 159 **SALONICA—SERES** main road is crossed. The line then continues to—
- 166 **Seres**, alt. 25 metres. The town of Seres is just N. of the station and is situated on the lower spurs of the **Sharliya** mountains.
- The line now crosses open marshy country near the eastern shore of the **Tahinos Göl** (lake) till km. 180 is reached, when it begins to ascend the lower spurs of the **Sminitsa** mountain till it reaches Porna.
- 177 Military crossing.

|     |  |
|-----|--|
| km. |  |
| 189 | <b>Porna</b> , alt. 79 metres. This is the station for <b>Ziliahovo</b> ( <b>Zihna</b> ), a small town in the mountains 5 km. NE. of the station and connected with it by a carriage road.   |
| 197 | Line descends to <b>Chepelje Dere</b> , turns sharply NE. and follows the r. bank of the river: then, crossing it, reaches the valley of the <b>Dramanitsi</b> and ascends it.   |
| 199 | Military crossing.   |
| 210 | <b>Angista</b> , alt. 31 metres. The line now ascends sharply and with several tunnels passes through the <b>Tasholuk</b> defile, km. 214-217 at an altitude of 108 metres. The line then descends till it reaches the river <b>Nevrekop</b> , which is crossed by a bridge. The railway then crosses open low-lying country intersected by many streams to <b>Osmanitza</b> , from where it gradually ascends to— |
| 233 | <b>Drama</b> , alt. 98 metres. The town of Drama lies about 1 km. north of this station and is connected with it by a good carriage road. The main road from Drama to <b>Kavalla</b> (33 km.) crosses the line about $\frac{1}{2}$ km. E. of the station.  |
| 444 | The line now runs eastwards through hilly country to—<br><b>DEDEAGACH</b> . From Dedeagach the railway runs <i>via</i> <b>Dimotika</b> to <b>Constantinople</b> , 300 km., thus making the total distance from <b>Salonica</b> to <b>Constantinople</b> about 740 km.  |

#### BRANCH LINE FROM KARASULI TO KILINDIR, 25 km.

This short line is of great importance, as connecting the Salonica-Belgrade line with the Salonica-Dedeagach line.

It leaves **Karasuli** junction (56 km.) on the Salonica-Belgrade line in a NNE. direction and follows the W. shore of Lake **Arjan** for 10 km. It then follows the N. edge of the valley of the **Ayak** till at 23 km. it crosses that river, and reaches **Kilindir** station (25 km.).

#### ÜSKÜB (SKOPLJE)—MITROVICA, 122 km.

|     |  |
|-----|--|
| km. |  |
| 0   | <b>Üsküb</b> , alt. 247 metres.  |
| 5   | Crosses <b>Vardar</b> ; follows first r. and then l. bank of the <b>Lepenac</b> . There is a halt, with double line, near Vučidol village, called <b>Vučiji Do</b> . |
| 26  | <b>Eles-han</b> (officially called by the Serbians <b>Djeneral Jankovic</b> ).   |

- km.  
37 **Kačanik** or **Orkhanie** at the entrance of the Kačanik defile. On the left Mount **Ljubotrn** (2,510 metres) rises in a steep slope above the line. On the right the **Crna Gora** rises to about 1,300 metres. River, railway, and road pass through the cleft close together. The valley now widens out, and the ground still rises. There is a doubling of the line between Kačanik and Ferizović.
- 56 **Ferizović** (alt. 578 metres : 331 metres above Ŭskŭb) on the watershed between the Danube and the Aegean. The line then falls gradually, following the **Sitnica** across **Kosovo** plain to—
- 76 **Lipljan**, 550 metres.
- 86 **Priština** station, 10 km. SW. of the town of Priština.
- 95 **Obilić** station (532 metres), 10 km. W. of the town of Priština. This was formerly Priština station.
- 114 **Vučitrn**, 510 metres.
- 122 **MITROVICA**, alt. 505 metres.

NISH—SOFIA VIA PIROT, 161 km.

- km.  
0 **NISH**. From Nish station, SW. of the town, the line runs S. of the town in an E. direction along the southern edge of the **Nišava** valley.
- 11 **Banja**. Sulphur baths.
- 18 **Sičevo**. Line enters the Nišava gorge (Sičevska Klisura), a wild canyon with bare cliffs, 300 metres high, towering above the river. Crossing the Nišava twice and passing through five tunnels, the longest of which is 230 metres, it emerges from the gorge at—
- 38 **Crvena Reka**.
- 47 **Bela Palanka**. Within 1½ km. before this station, line crosses the Nišava twice.
- 58½ Line crosses from l. to r. bank of the Nišava.
- 64½ **Staničenje**.
- 66½ Line crosses loop of river by two bridges.
- 75 **Pirot**. Line crosses again to l. bank. Line then runs SE., first over an open plain and then in the narrowing valley to—
- 88 **Sukovo**.
- 94 **Frontier**.
- 100 **Tsaribrod** (Caribrod). Soon after leaving Tsaribrod the railway leaves the Nišava valley and climbs over the **Dragoman** pass to **Slivnica** and **SOFIA** (161 km.).

## NISH—KNJAŽEVAC—ZAJEČAR—PRAHOVO, 171 km.

This line was intended to be finished in November 1915. The line is well laid out in view of its future importance as a section of the main line from the Adriatic to Roumania. No gradients exceed 1 in 100, and no curves are under 250 metres' radius. The maximum distance between stations is 13 km.

|     |  |
|-----|--|
| km. |  |
| 0   | <b>NISH.</b> Line turns NE. from the main line to Belgrade. It crosses in the early part of its course a number of northern tributaries of the Nišava river; then it reaches the valley of the Pravačka tributary of the Svrljiski Timok and follows it down to—   |
| 27  | <b>Svrljig.</b> Thence it follows the <b>Svrljiski Timok</b> northward. The river runs in a gorge, and a large number of tunnels have been necessary.  |
| 55  | <b>Knjaževac.</b> Large dépôts here. The valley of the <b>Beli Timok</b> (formed here by the junction of the Svrljiski and the Trgoviški Timok) is wider to the N., and the line continues along it to—  |
| 90  | <b>Grljan,</b> and—  |
| 96  | <b>Zaječar.</b> Here connexion is made with the narrow-gauge railway from Paraćin, and there are effective arrangements for transferring goods, though there are no storage sheds. The line continues in a general NE. direction down the <b>Timok</b> valley.   |
| 103 | <b>Vražogrnci.</b>   |
| 151 | Here the line branches away from the Timok in a NW. direction, and runs over low and in part marshy ground to—   |
| 161 | <b>Negotin.</b>  |
| 171 | <b>Prahovo,</b> a port on the Danube. There is about a mile of track along the foreshore, of which not more than 500 yards is double track. The bank is steep and rises about 40 ft., and there is thus little storage room, and there are no sheds. Full trains cannot be made up at the water-line, but trucks are hauled up 6 or 8 at a time to the higher level. There is deep water, and several pontoon stagings of the Russian and Roumanian steamship companies, and other stagings provided with rails on which small tipping-trucks are run. There is a lighter with rails for carrying 8 single or 4 double trucks. |

A branch railway has been (or is being) carried on to **Kusjak**, a port 3 km. up the river, where there is less room for ships to lie alongside, and shallower water, but there are sheds capable of holding at least 20,000 tons.

## WESTERN MORAVA LINE

Distance 164 km.: total rise from STALAČ to UŽICE about 300 metres.

|     |  |
|-----|--|
| km. |  |
| 0   | From Stalač to—  |
| 13  | <b>Kruševac</b> and to the Government powder factory at <b>Obiličevo</b> (16 km. from Stalač) the line is laid with three rails so as to accommodate both normal and narrow (0·76 metre) gauge. From <b>Kruševac</b> a narrow-gauge line continues, following the <b>W. Morava</b> to— |
| 44  | <b>Trstenik.</b>   |
| 51  | Branch line diverges S. for 4 km. to <b>Rugjinci</b> and <b>Vrnjačka Banja.</b>  |
| 72  | <b>Kraljevo</b> , at the mouth of the <b>Ibar</b> valley and the point of junction with the projected line from <b>Kragujevac</b> up the <b>Ibar</b> to <b>Mitrovica.</b> From <b>Kraljevo</b> the line follows the southern edge of the open valley to—                               |
| 106 | <b>Čačak.</b> <sup>1</sup> After <b>Čačak</b> the railway goes through a long and narrow gorge, the <b>Ovčarska Klisura.</b>   |
| 140 | Line reaches the open basin of <b>Požega</b> , where it leaves the <b>Morava</b> valley and passes through the defile of the <b>Djetinja.</b>  |
| 164 | <b>Užice.</b>  |

## LAPOVO—KRAGUJEVAC BRANCH LINE, 28 km.

This line branches from the Salonica–Belgrade main line at **Lapovo** junction (km. 589).

It then proceeds W. over hilly country to **Badujevac** station, 10 km.

From here it descends in a southerly direction into the valley of the **Lepenica**, following the course of this river till **Kragujevac**, 28 km., is reached. Continuation to **Kraljevo** (?) under construction.

This line is of military importance as there is a large arsenal at **Kragujevac.**

<sup>1</sup> The Austrian Staff Map (1912) and the Serbian 1:75,000 maps disagree completely as to the course of this railway from **Čačak** to **Požega.** The Austrian map shows it running S. of **Čačak** and on the S. side of the valley as far as the **Ovčarska Klisura**, and crossing the river there. The Serbian map shows the line turning N., skirting **Čačak** on the E., crossing the river, and turning W. by N. along N. side of valley, and rejoining l. bank of the river through a tunnel towards E. end of the gorge.



## VELIKA PLANA—SMEDEREVO, 45 km.

This line leaves the Salonica-Belgrade main line at **Velika Plana** junction (608 km.), and then proceeds in a northerly direction down the valley of the **Morava**. (See under **Velika Plana** on main line.)

## LIGHT RAILWAYS AND PROJECTED LINES

There are several branch lines on a gauge of 0·76 metre (2 ft. 6 in.). Two of these go towards the western frontier, viz.—

(1) The **WESTERN MORAVA** line (see above) from **Kruševac** to **Užice** (151 km.).

(2) The line **MLADENOVAC—ARANGJELOVAC—LAJKOVAC** (69 km.), joining the line from **Zabrež** on the **Danube** up the **Kolubara** valley to **Valjevo** (70 km.).

A line from **Lajkovac** through **Gornji Milanovac** to **Čačak**, connecting the **Valjevo** and **Western Morava** lines, was under construction in 1915, and the **Čačak—Milanovac** section was well advanced.

Towards the E. there is the line from **Paraćin** to **Zaječar** in the **Timok** valley.

The difference of gauge between the main artery of the Serbian railway system and some of its more important branches is, from the military even more than from the economic point of view, a serious drawback. The transfer of men and supplies from one line to the other involves inevitable delay, while the actual carrying capacity of the narrow-gauge lines is limited.

Unconnected with the main system are the narrow-gauge lines from **Šabac** to **Loznica** and **Koviljača** (58 km.), and the line from **Dubravica** up the **Mrava** valley to **Petrovac** (53 km.) which is reported to have been partly completed towards **Zagubica**, whence it was intended to be carried across the mountains to **Zaječar**.

There are also a few private branch lines owned by mining companies, the most important of which, the line from **Čuprija** to the **Senjski Majdan** mines (27 km.), was taken over by the Government. There is also a Government line from **Čičevac** to **Sveti Petar** (26 km.) for hauling timber from the State forests. Both of these are E. of the main line. There is also a short narrow-gauge line from **Čičevac** E. for 5 km. to the **Moravac** coal-mines.

It is reported that a Decauville light railway is under construction between **Monastir** and **Gradsko** (earthworks begun, but no rails laid); also a line from **Üsküb** to **Monastir** via **Krčova** (February 1916).

Of the many new lines projected before the war the following are the most important :—

1. **ŪSKŪB TO MONASTIR BY TETOVO—GOSTIVAR—KRŔEVO—PRILIP.**
2. **MONASTIR—OCHREIDA—STRUGA—DIBRA.**
3. **GOSTIVAR—DIBRA.**
4. **NISH—PROKUPLJE—KURŠUMLJE—PRIŠTINA—PRIZREND—DIBRA.**
5. **STRUGA—ELBASAN—DURAZZO.**
6. **PRILIP—ISHTIB—KOČANE—Bulgarian frontier.**
7. **Kragujevac—Kralejvo—Raška—Mitrovica.**
8. **RAŠKA—NOVIBAZAR—UVAC.**
9. **UŽICE—VARDIŠTE.**
10. **VALJEVO—LOZNICA.**
11. **BELGRADE—POŽAREVAC—MAJDANPEK—NEGOTIN.**

Most of these were intended to secure the economic development and effective defence of the new territories. Nos. 1, 3 and 5 or 4 and 5, in conjunction with the Timok Valley railway, would complete the long-discussed Roumanian-Adriatic railway, the right to construct which was guaranteed to Serbia by the Treaty of London (May 1913).

#### **PARAĆIN—ZAJEČAR—VRAŽOGRNCI, 106 km.**

This is a narrow-gauge line connecting the normal-gauge lines Nish-Belgrade and Nish-Prahovo, between Paraćin and Zaječar respectively. It runs E. from **Paraćin** up the **Crnica** valley, and from **Mutnica** (16 km.) it strikes across to the Crna (Krivivirski) Timok valley by a winding section of line with heavy gradients and a tunnel 2 km. long. From **Krivivir** (40 km.) the line runs down the **Timok** valley, close to the river (which it crosses several times) all the way to **Zaječar** (100 km.), where it meets the normal-gauge line (above). It is carried on 6 km. to meet the private narrow-gauge line next mentioned, near **Vražogrnici**.

#### **VRČKA ČUKA—TIMOK VALLEY, 73 km.**

This narrow-gauge private line (Belgian) begins at the coal-mines of **Vrčka Čuka**, SE. of Zaječar, and runs N. past **Veliki Izvor** (10 km.) to a bridge over the **Timok** (14 km.). It then connects with the continuation of the Paraćin-Zaječar line (above), near **Vražogrnici** (16 km.). Its subsequent course is down the Timok valley, alongside the normal-gauge Nish-Prahovo line (p. 378), as far as the point where that line leaves the Timok (64 km.). The Belgian line continues down the l. bank of the river to its junction with the Danube (73 km.), where there is a port. The capacity of this line is low, as the bridges and permanent way are weak.

## MLADENOVAC—LAJKOVAC AND ZABREŽ—VALJEVO

Line runs at first SSW. from **Mladenovac** on the Salonica-Belgrade railway (at km. 645).

|     |  |
|-----|--|
| km. |  |
| 30  | <b>Arangjelovac</b> (alt. at station 240 metres). Mineral springs ( <b>Kisela Voda</b> ) at the foot of the <b>Bukulja</b> . Line here turns WNW. to the <b>Kolubara</b> valley 4 km. before reaching <b>Lazarevac</b> , and then turns SW.                                |
| 62  | <b>Lazarevac</b> .   |
| 69  | <b>Lajkovac</b> , 150 metres lower than <b>Arangjelovac</b> . Here the line is joined from the N. by a line from the Save port of <b>Zabrež</b> , which goes to <b>Obrenovac</b> (4½ km.) and then follows the l. bank of the <b>Kolubara</b> to <b>Lajkovac</b> (40 km.). |
| 96  | <b>Valjevo</b> , 76 metres lower than <b>Lajkovac</b> . <b>Valjevo-Čačak</b> line reported under construction, March 1916.   |

## ŠABAC—KOVILJAČA, 61 km.

Runs from the Save port of **Šabac** W. and SW. across the **Mačva** plain to **Lješnica** (39 km.) and thence over the **Lozničko** plain (bordering the river **Drina**) to **Loznica** (54 km.), and **Koviljača**, 61 km., on the **Drina**.

## MONTENEGRO

## ANTIVARI—VIRBAZAR

Italy, viewing with some mistrust the growing importance of Austrian interests in Montenegro, made certain proposals to the Montenegrin Government for the development of commerce, and the relationship of the two reigning Houses favouring such proposals, there ensued the formation of an Italian-Montenegrin Syndicate. A tobacco monopoly was established in 1903 with its head-quarters at **Podgorica**. The factory was completed in 1905. As a further outcome of the progress made by this syndicate, a company was formed in 1906, the 'Compagnia di Antivari', with a capital of 4,000,000 crowns, which secured a concession for 60 years for the exclusive right to construct a railway from the

free port of **Antivari** to the Lake of **Scutari** and to provide a service of steamers on the lake itself.

At Antivari, which is an open roadstead exposed to strong winds, an artificial harbour had to be constructed. Of the projected work all that has actually been constructed is a breakwater running NE. from the promontory of **Volovica**, along which there are railway lines and berthing accommodation for two vessels of from three to four thousand tons. As originally projected there is to be a second breakwater running W. from northern end of harbour. Between the two breakwaters there is to be an opening towards the N. 250 metres in width. The harbour is to have an area of 120 hectares, of which 70 would be water and 50 occupied by the moles, quays, railway lines, and yards. There would be berthing accommodation to the extent of 4,500 metres in length. One of the chief difficulties in the construction of the harbour was the diversion of the **Rikavac**, which flowed into it and produced silting. At the harbour there are docks, customs house, a small hospital and dispensary, and the railway station. On the slopes of the Volovica promontory is a large hotel, 'Hotel Marina', and residences for railway officials. These and the hotel were built and are owned by the railway company. The free port of **Antivari** was opened on October 23, 1909. The railway was opened on the 1st of January of that year. At the railway terminus are locomotive works and sheds.

The total length of the line from the breakwater to the quay at **Virbazar** is 44 km. The gradients are rarely more than 1 in 25. The highest point of the line is the top of the valley of **Sutorman**, 660 metres above the sea. To the N. of this point is the only tunnel on the line. It is 1,300 metres long, 3.50 metres wide, and 4.50 metres high; the whole revetted and arched with masonry. At W. end of tunnel is a siding 41 metres long. There are numerous small bridges and two masonry bridges of importance, one on the **Crnipotok** and the other at **Limljani**. The gauge is 0.76 metre. The rails are steel, 9 metres long, and weigh 16 kilog. per metre. The radii of the curves vary from a minimum of 30 metres. The service is maintained with mixed trains, also with rail motor-cars for passengers and mails. Trains go at an average speed of 20 km. per hour. The railway has a single line, with passing lines at the stations.

Before the Balkan War, the rolling stock consisted of 2 ordinary engines, 3 composite engines and carriages, 12 passenger coaches, and 30 wagons. In November 1915, 10 engines (5 in working order), 10 passenger coaches, and 50 wagons were reported.

The stations are connected by telephone, and each of them is in direct telephonic communication with the Direction at Antivari.

- km.
- 0 Port of **Antivari (Pristan)**. The line runs from the port in a NW. direction to—
- 2 **Antivari** station and thence across the plain of Antivari to—
- 4 **Popović**. Thence it skirts hills covered with olive-yards, and gradually ascends the slopes of the hills to—
- 8 **Zubci**. Beyond Zubci the line enters a great gorge dominated by the spurs of Mounts **Vrsuta** and **Lonac**, on which are some old Turkish block-houses, and then zigzags steeply up to the pass. From here a very fine prospect opens out.
- 15 **Tudjemile**. Passing below the Turkish village of Tudjemile, the line ascends yet more steeply and finally reaches the highest point of the line, 660 metres above sea-level.
- 22 **Sutorman**. Through the Sutorman tunnel. After emerging from this tunnel there is a fine panorama of the Montenegrin mountains and the **Crnjičko Polje**. Well-cultivated land about here. The line begins to descend towards Virbazar, passing from one side to the other of the gorge to the N. of Sutorman.
- 32 **Dobrava**.
- 36 **Limljani**.
- 40 **Boljevići**. This is the end of the mountainous portion of the railway, which now runs across the plain to—
- 44 **Virbazar**, situated on the right bank of the Crmnica, where it empties itself into the lake. At Vir-station there is a locomotive and repairing shop for the use of the railway and the steamers on the lake.

## SECTION III

### MONEY, WEIGHTS, AND MEASURES

IN regard to nearly all the countries of the Balkan Peninsula it is to be noted that while the respective governments have been quick to see the advantages of the metric system, the peoples have, as a whole, displayed a conservative preference for the older, more confused, and often locally-varying methods. This is especially the case in regard to weights and measures, but even in the matter of coinage the people are often found to insist on using the most nearly applicable denominations of the old system rather than the simpler official nomenclature.

#### SERBIA

##### MONEY

The monetary system is the same as that of the countries of the Latin Union (Law of 1878) :

100 paras = 1 dinar = 9.5 pence (British).<sup>1</sup>

Very little gold is in circulation, the actual currency being mainly silver and bank-notes of the National Bank of Serbia.

|                     |           | <i>British sterling value.</i> |
|---------------------|-----------|--------------------------------|
|                     |           | <i>s.    d.</i>                |
| <i>Gold coins</i>   | 20 dinars | 15 10.5                        |
|                     | 10    "   | 7 11.25                        |
|                     | 5     "   | 3 11.62                        |
| <i>Silver coins</i> | 5     "   | 3 11.62                        |
|                     | 2     "   | 1    7                         |
|                     | 1 dinar   | 9.5                            |
|                     | 50 paras  | 4.75                           |
| <i>Nickel coins</i> | 20    "   | 1.9                            |
|                     | 10    "   | 0.96                           |
|                     | 5     "   | 0.48                           |
| <i>Bronze coins</i> | 10    "   | 0.96                           |
|                     | 5     "   | 0.48                           |

<sup>1</sup> The British par value is given here and throughout.

In Serbia the old Turkish names of the coins and method of reckoning are still used, especially in villages and country markets. There are two kinds of para—(i) para čaršijska, and (ii) para dinarska. (i) is the Turkish form (*čaršija* = market), and is half the value of the modern para dinarske. Thus we have :

(a) 5 para dinarska = 10 para čaršijska = 1 marjoš. The marjoš is a coin about 1 halfpenny in value.

(b) 20 para dinarska = 40 para čaršijska = 1 groš or gruš.

The English and French call a groš a piastre, but the name is obsolete.

(c) 5 groš (a) = 1 dinar (the modern ' franc ' unit).

(d) 5 dinara.

(e) 10 dinara = 1 banka (' bank-note ').

(f) 15 dinara = 1½ banke (*banka-i-po*).

(g) 20 dinara = 2 banke (*dve banke*).

The purchaser must not forget that answers are always given in para čaršijska ; otherwise he may unwittingly pay double.

## WEIGHTS AND MEASURES

The metric system was introduced by law in 1873, but did not come into force until 1883. It has not, however, entirely displaced the old Turkish weights and measures. (See below.)

## GREECE

### MONEY

In regard to money, Greece follows the French system and belongs to the Latin Monetary Union.

*British sterling value.*

100 lepta = 1 drachma = 9.5*d.* (specie).

„ = „ = 1 (paper).

The currency was for many years almost entirely paper, there being a heavy premium upon specie. Gold and silver coins had

<sup>1</sup> Value liable to considerable fluctuation.

practically disappeared from circulation until, from 1910, the silver currency began to be restored by the repatriation of coins from other countries of the Latin Union.

The gold coins of Great Britain, Austria, Germany, Denmark, Russia, Spain, Turkey, Egypt, and the United States are accepted by the Treasury and by private persons as legal tender, one-fourth per cent. being deducted from their nominal value.

The National and the Ionian Banks issue currency notes.

|                     |              | <i>British sterling value.</i> |    |       |
|---------------------|--------------|--------------------------------|----|-------|
|                     |              | £                              | s. | d.    |
| <i>Gold coins</i>   | 100 drachmai | 3                              | 19 | 4·4   |
|                     | 50    "      | 1                              | 19 | 8·2   |
|                     | 20    "      |                                | 15 | 10·5  |
|                     | 10    "      |                                | 7  | 11·25 |
| <i>Silver coins</i> | 5    "       |                                | 3  | 11·62 |
|                     | 2    "       |                                | 1  | 7     |
|                     | 1 drachma    |                                |    | 9·5   |
|                     | 50 lepta     |                                |    | 4·75  |
| <i>Nickel coins</i> | 20    "      |                                |    | 1·9   |
|                     | 20    "      |                                |    | 1·9   |
|                     | 10    "      |                                |    | 0·95  |
|                     | 5    "       |                                |    | 0·47  |
| <i>Bronze coins</i> | 10    "      |                                |    | 0·95  |
|                     | 5    "       |                                |    | 0·47  |
|                     | 2    "       |                                |    | 0·19  |
|                     | 1 lepton     |                                |    | 0·09  |

## WEIGHTS AND MEASURES

The metric system was legally established in Greece by a Royal Decree issued in 1836. This decree, however, was acted upon to a very limited extent, and, as far as the use of the metric system by the general public is concerned, it remained practically a dead letter. Thus, according to a report dated 1900, while the Greek Government used the metric system in the measurement of area and distance, e. g. in the sale of Government lands, the public always used the *picki*, or *piki* (= 0·648 metre).

As regards weights and measures of capacity, neither the Government nor the public used the metric system, both preferring to employ the *oke* (= 1·282 kilogrammes in weight, and, as a measure of capacity, 1·33 litres).



When the metric system is used the ordinary French names are replaced by the following :

|            | <i>Metric equivalent.</i> | <i>British equivalent.</i>       |
|------------|---------------------------|----------------------------------|
| 1 pecheus  | 1 metre                   | 39·37 inches.                    |
| 1 palame   | 1 decimetre               | 3·937 inches.                    |
| 1 dactylus | 1 centimetre              | 0·39 inches.                     |
| 1 stadion  | 1 kilometre               | 1,093·63 yards<br>or 0·621 mile. |
| 1 stremma  | 1 are                     | 119·6 sq. yards.                 |
| 1 litron   | 1 litre                   | 1·76 pint.                       |
| 1 kotyle   | 1 decilitre               | 0·17 pint.                       |
| 1 koilon   | 1 hectolitre              | 22 gallons.                      |

The following may also be noted :

- 1 gran = 1 centigramme.
- 1 obolos = 1 decigramme.
- 1 drachma =  $3\frac{1}{5}$  grammania = 1 gramme.
- 1 mina = 1,500 drachmai =  $1\frac{1}{2}$  kilogrammes.
- 1 kubos = 1 millilitre.
- 1 mystron = 1 centilitre.
- 1 oka = 1·33 litres (as a weight = 2·80 lb. av.).
- 1 statir = 440 okas = 56·408 kilogrammes, or 123·2 lb.
- 1 piki = 1 metre.
- 1 old (Constantinopolitan) piki = 0·648 metre.
- 1 builders' piki = 0·74 metre.
- 1 salami =  $\frac{1}{10}$  metre.
- 1 old stremma = 1,270 sq. metres.

### Ionian Islands

In the Ionian Islands British measures under Italian denominations are used, e. g. :

- libbra sottile = 1 lb. troy.
- libbra grossa = 1 lb. av.
- 1 chilo = 8 galloni = 1 imperial bushel.
- 1 barile = 16 galloni = 2 bushels.
- In measures of length  $5\frac{1}{2}$  jarde = 1 carnaco.
- 22 jarde = 1 stadio.

## BULGARIA

## MONEY

Under the Law of February 16, 1897, the currency is based on the single gold standard, and follows closely the French system.

100 stotinki = 1 lev = 9.5 pence.

*British sterling value.*

|                     |                       | £ | s. | d.    |
|---------------------|-----------------------|---|----|-------|
| <i>Gold coins</i>   | 100 leva <sup>1</sup> | 3 | 19 | 4.4   |
|                     | 20 "                  |   | 15 | 10.5  |
|                     | 10 "                  |   | 7  | 11.25 |
|                     | 5 "                   |   | 3  | 11.6  |
|                     | 5 "                   |   | 3  | 11.6  |
| <i>Silver coins</i> | 2 "                   |   | 1  | 7     |
|                     | 1 lev                 |   |    | 9.5   |
|                     | 50 stotinki           |   |    | 4.75  |
| <i>Nickel coins</i> | 20 "                  |   |    | 1.92  |
|                     | 10 "                  |   |    | 0.96  |
|                     | 5 " <sup>1</sup>      |   |    | 0.48  |
|                     | 2½ " <sup>1</sup>     |   |    | 0.24  |
|                     | 10 " <sup>1</sup>     |   |    | 0.96  |
| <i>Bronze coins</i> | 5 "                   |   |    | 0.48  |
|                     | 2½ "                  |   |    | 0.24  |

In view of what has been said in the prefatory remarks, the following is of interest : ' The names of Turkish coins have survived in common use, not as representing their exact value (as the word "guinea" does in England), but by adaptation to the nearest equivalent coins of the French decimal system. Local differences, however, exist, the *lev*, or franc, being taken in the neighbourhood of Philippopolis as equivalent to 6 grosh, the name *grosh* (piastre) being everywhere else taken as indicating the twenty-centime piece.'

## WEIGHTS AND MEASURES

Officially these are the same, and bear the same names, as those used in France.

Gramme = 15.43 grs. troy.

Kilogramme = 2.205 lb. avoirdupois.

<sup>1</sup> These coins were apparently out of general circulation in 1908.

Quintal =  $220\frac{1}{2}$  lb.

Tonneau (the metric ton) = 2,205 lb.

Litre (liquid) = 1.76 pints.

Hectolitre (liquid) = 2.2 gallons.

Hectolitre (dry) = 2.75 bushels.

Metre = 39.37 inches.

Kilometre = 0.621 mile.

Cubic metre (stère) = 35.31 cubic feet.

Hectare = 2.47 acres.

Square kilometre = 0.386 square mile.

These were introduced by law in 1888, but how difficult it was to enforce their adoption is shown by a passage in a report made by the British representative at Sofia in 1900 :

‘The Bulgarian peasant keeps the old Turkish weights and measures in his cottage, weighs his produce by them before he brings them into town for sale, and prices them according to that scale ; but the shopkeeper who buys the village produce weighs them by the metric scale, and pays for them accordingly. Conversely, the commodities which the peasant buys in the town he asks for according to the Turkish scale, but he is served according to the metric scale.

‘In Turkish times, and until the metric system was introduced, the unit of measurement for grain was the *kile*, which, however, varied in size in different districts, the kile of Razgrad having twice the capacity of the kile of Varna, and the kile of Rustchuk being midway between the two. The peasants still keep the old measures for their private use, but no sale of grain is permitted except by the standard metric measures kept by the mayor of each village.’

The new system, however, is shown to have made progress by the fact that instances are quoted in which British trade has suffered because English goods offered for sale here have been made to English instead of metric weights and measures.

## ALBANIA

There is no independent monetary system in Albania.

As regards weights and measures the following information, though referring to the period of Turkish domination, may be quoted :

The same weights and measures are used as in Turkey ; but as Albania once belonged to Venice, some of the old Venetian weights and measures have survived. The old Venetian weights are :

|               |   |        |                  |
|---------------|---|--------|------------------|
| Migliajo      | = | 1051·6 | imperial lb.     |
| Centinajo     | = | 105·16 | „                |
| Miro          | = | 26·290 | „                |
| Libbra grossa | = | 1·052  | „                |
| Once          | = | 1·402  | imperial oz.     |
| Carat         | = | 3·195  | imperial grains. |

Old oil measures used in Albania :

Canada = 0·707 imperial gallon.

Succale = 0·714 „ „

Old corn measure used in Albania :

Tagari = 5·658 imperial gallons.

## MONTENEGRO

### MONEY

The old system was :

100 novčić = 1 florin = 2s. British.

This in 1902 was replaced by the Austrian system of hellers and krone, which since 1907 has given way to paras and kruna or perpera.

100 paras = 1 perpera.

### WEIGHTS AND MEASURES

The metric system is in general use throughout the country.

For measuring grain and tobacco the Turkish *oke* is still used by the people, but not by the Government.

## TURKEY

### MONEY

In view of the retention of Turkish standards, as indicated above, in the countries dealt with in this volume, the following information is added :

The monetary system is as follows :

40 paras = 1 piastre = 2·16 pence (British).

100 piastres = 1 mejidie or lira Turca (£T) = 18s. 0·81d.

|  |                        | <i>British sterling value.</i> |           |
|--|------------------------|--------------------------------|-----------|
|  |                        | <i>s.</i>                      | <i>d.</i> |
| <i>Gold coins</i>                      | Lira                   | 18                             | 0-81      |
|  | Yarim lira             | 9                              | 0-40      |
|  | Cherek or quarter-lira | 4                              | 6-20      |
| The purse = 500 piastres = £T 5.       |                        |                                |           |
| The half-purse = 250 piastres = £T 2½. |                        |                                |           |
| <i>Silver coins</i>                    | Mejdie                 | 3                              | 7-36      |
|  | Yarim mejdie           | 1                              | 9-6       |
|  | Beshlik                |                                | 10-9      |
|  | Ikilik (= 2 piastres)  |                                | 4-32      |
|  | Piastre                |                                | 2-16      |
| <i>Nickel coins</i>                    | Half-piastre           |                                | 1-08      |
|  | Piastre                |                                | 2-16      |
|  | Half-piastre           |                                | 1-08      |
|  | Quarter-piastre        |                                | 0-54      |
|  | Five paras             |                                | 0-27      |
|  | Para                   |                                | 0-05      |

The nickel coinage is at a discount. Foreign gold circulates freely. Owing to the circulation of debased and repudiated coins, there is considerable confusion in Turkish currency.

### WEIGHTS AND MEASURES

By a decree of the Sultan the metric system of weights and measures, the same as in France and in most other countries in Europe and America, came into force in Turkey on March 1, 1882. The equivalents of the old and the new weights and measures were stated as follows :

#### *Measures of Length*

The unit of measures of length is the *arshin*, of the same length as the metre, and equal to 39-370113 British imperial inches. The measures of length are as follows :

|   |   | <i>British equivalent.</i> |
|---|---|----------------------------|
| 1 nokta, or millimetre                          | = | 0-0397 inch.               |
| 10 noktaz = 1 khat, or centimetre               | = | 0-397 "                    |
| 10 khats = 1 parmak, or decimetre               | = | 3-937 inches.              |
| 10 parmak = 1 arshin, or metre, or zira-i-sheri | = | 39-37 "                    |

|              |   |                                    |
|--------------|---|------------------------------------|
|              |   | <i>British equivalent.</i>         |
| 1,000 arshin | = 1 mili, or kilometre, or<br>mili-i-sheri' | = 1093·614 yards<br>or 0·621 mile. |

*Measure of Surface*

|  |   |                                  |
|--|---|----------------------------------|
|  |   | <i>British equivalent.</i>       |
| 1 square arshin, or sq. metre, or centiare | = | 1·196 sq. yds.                   |
| 100 square arshin = 1 dönüm, or are        | = | 119·599 „                        |
| 100 dönüm = 1 jerib, or hectare            | = | 11959·9 „<br>or 2 acres 2279·9 „ |

*Measures of Cubic Capacity*

The *sulchek* is the unit of measures of capacity; it is a cube, the sides of which are each equal to one parmak, or decimetre. It is, in other words, the  $\frac{1}{1000}$ th part of a cubic arshin, or metre. The measures of capacity are as follows :

|            |                        |                            |
|------------|------------------------|----------------------------|
|            |                        | <i>British equivalent.</i> |
| 1 zarf     | =                      | 2·816 fluid drachms.       |
| 10 zarf    | = 1 kuton              | = 28·157 „ „               |
| 10 kuton   | = 1 sulchek, or litre  | = 1·76 imperial pints.     |
| 10 sulchek | = 1 kile, or decalitre | = 21·998 imperial gallons. |

*Weights*

In weights the *oke* (oka, ok) is divided into 100 drachma, the drachma into 10 denk, the denk into 10 boghdāi, the boghdāi into 10 nabbe (grammes). The *batman* is 10 oke, the *kantar* is 10 batman, and the *cheki* is 10 kantar, as follows :

|   |   |                                |
|---|---|--------------------------------|
|   |   | <i>British imperial value.</i> |
| 1 habbe, or centigramme                                 | = | 0·154 grain.                   |
| 10 habbe = 1 boghdāi, or decigramme                     | = | 1·543 grains.                  |
| 10 boghdāi = 1 dirhem-i-sheri', or<br>gramme            | = | 15·432 „                       |
| 10 dirhem-i-sheri' = 1 drachma, or decagramme           | = | 154·323 „                      |
| 10 drachma = 1 oke, or vakie-i-sherie,<br>or kilogramme | = | 2·205 lb. av.                  |
| 10 oke = 1 batman, or myriagramme                       | = | 22·046 „                       |
| 10 batman = 1 kantar, or quintal-<br>metrique           | = | 220·462 „                      |
| 10 kantar = 1 cheki, or millier                         | = | 2204·622 „                     |

*Old Turkish Weights and Measures*

The former weights and measures were as follows :

*Old Measures of Length*

Pik or dra of 24 kerat, in commerce reckoned as 27 British imperial inches, or 0·685 metre.

There are three kinds of pik, viz. dra (for silks and drapery) = 27 halebi or arshin (used in surveying) = 27·9, and endaze (used for all other manufactured goods except silk and drapery) = 25·68816 British imperial inches.

The halebi = 0·709 metre, and the endaze = 0·652 metre.

Berri = 1·0378 British statute miles, or 1670 metres, or 1826·367 British imperial yards.

Agach or farsang of 3 berri.

*Old Measures of Surface*

Square kerat and pik ; cane or reed of  $5\frac{1}{2}$  pik ; feddan = as much as a yoke of oxen could plough in one day, or about 1 British statute acre.

*Old Measures of Capacity for Dry Goods*

Killo of 2 jubbeh, of 2 sa, of  $5\frac{1}{2}$  rottol, of 12 okie or 900 dirhem = 35·27 litres, or 15·517 British imperial pecks, or 7·758 British imperial gallons.

Fortin = 4 killo.

*Old Liquid Measures*

Almud of 8 oke, of  $5\frac{1}{2}$  okie = 1·1518 British imperial gallons.

The rottol of 12 okie = 2·513 British imperial pints.

The kantar = 100 rottol.

*Old Weights*

Oke of 4 okie = 400 dirhem = 2·834 lb. av., or 1·285 kilogrammes.

Kantar of 44 oke, or 100 rottol = 124·702 lb. av., or 56·564 kilogrammes.

Rottol = 1·247 lb. av., or 0·566 kilogramme.

It may be useful to summarize in a comparative table the Turkish and Greek metrical equivalents.

| <i>Metric.</i>  | <i>Turkish.</i>                         | <i>Greek.</i>   |
|-----------------|---|-----------------|
| Decimetre       | parmak                                  | palame.         |
| Metre           | arshin                                  | pecheus.        |
| Kilometre       | mili (10 mili = 1 farsang) <sup>1</sup> | stadion.        |
| Gramme          | —                                       | drachma.        |
| Kilogramme      | oke                                     | 1,000 drachmai. |
| 1½ kilogrammes  | —                                       | 1 mina.         |
| 10 kilogrammes  | batman                                  | —               |
| 100 kilogrammes | kantar                                  | —               |
| Millilitre      | —                                       | kybos.          |
| Centilitre      | —                                       | mystron.        |
| Decilitre       | —                                       | kotyle.         |
| Litre           | sulchek                                 | litra.          |
| Decalitre       | kile                                    | —               |
| Hectolitre      | —                                       | koilon.         |

<sup>1</sup> It will be noticed that the old farsang is half the length of the new (metrical) farsang. The old farsang is considered an hour's journey, but in describing distances guides invariably employ the word *saat* (i. e. hour) as equivalent to about 3 English miles.



## TRIBES OF NORTHERN ALBANIA

**Berisha.**—This clan occupies the narrow steep-sided valley through which the river Sapok (Sapoche) flows into the Drin on its left bank to the SW. of Mt. Guchesit, and extends along this southern bank opposite to the districts of Dushmani and Toplana. It numbers 2,300 persons, all Christian. The villages are Chafa t' Mungut, Ludritsa, and Livosha on the left bank of the Sapok ; and Chucheshi, Milori Brebula, and Skvina on the right bank. Mila eper and Bushati Mils on opposite banks of the Rushti torrent, a tributary of the Gumina, also belong to the Berisha clan. The small size of their district has caused many to emigrate—particularly in the direction of Jakova, to the NW. of which they occupy many villages. These have often turned Mohammedan.

**Bishkash.**—This clan inhabits the slopes of the mountains called Mali Bishkashit running down to the river Mat. The Lunreya and Traya streams flow through the district. It is bounded on the N. by Matia, on the W. and SW. by the Mali Bishkashit, and on the E. and SE. by the river Karitses. Its villages are : Stoyan, Bishkash, Brinyāi (with church), Hotāi, Bas (Bazya) (with church), Shtog, Kakerdoku. It has 150 houses and 2,800 persons, 900 of whom are Moslems and 1,900 Catholics. The Moslems live only in Bas. The villages of Karitza, Grmāit, and Mitha, which formerly belonged to Bishkash, now belong to Matia. Bishkash forms one bairak. Bishkash with Selita and Kthela are locally called the three bairaks of Okri Vogel. This clan is one of the poorest clans in Albania. There is little cultivation. Accordingly they prefer to steal from the plains.

**Bituchi** (Bütüchi).—This clan occupies the upper portion of the Kruma valley, and extends over the slopes of the range separating that valley from the Valbona valley to the west. It reaches on the W. to the Gashi and Krasnichi clans, and on the S. to the Hassi clan. It has about 300 houses. The chief village is Bituch, lying in a rich plain enclosed by low hills, on the slopes of which the houses are scattered. This is the most fertile portion of the Malzia. The Bituchi people are well off and have a great reputation for courage. The Bituchi, Krasnichi, and Gashi clans form the so-called Malzia Jakovs, i.e. the Jakova Highlands. Very little is known of the country inhabited by this clan.

The main track from Scutari to Jakova passes across the Bituchi district, entering it on the west over the Chafa Luzhs and leaving it on the E. by the Chafa Shkols (or Jenvet). Jakova is inhabited by many of this and the neighbouring clans of Krasnichi, Gashi, and Hassi.

**Buljeri.**—This clan, a bairak<sup>1</sup> of the Malzia Leshs, occupies the left bank of the River Fan from the junction of both arms to where it flows into the Mat, and also the right bank of the Fan from the Rubig stream to a short way down the Mat. On the right bank is the village of Rasfiku and Berzana (Murzan); on the left lie Kula Buljerit and Fangu. The church at Buljeri is at the edge of the district on the right bank of the Rubig. Buljeri has 110 houses.

**Buzauyt.**—This clan is situated in the angle between the Licheni Kastratit and the Lake of Scutari on the SW. and extends across the lower part of the Proni That. It is bounded by the Kastrati clan to the NE. and by the Kopliku clan to the SE. The numbers are variously estimated between 800 and 960; nearly two-thirds being Catholic and one-third Mohammedan, a few Orthodox. There are three small villages, forming one bairak: Jubitsa, Flaka, Kamnitsa. This clan comes from the Podgorica district and is Albanian-speaking.

**Chereti.**—This clan, a bairak of Dukajin, occupies the slopes of Mt. Leya. It has 1,450 persons, of whom 1,210 are Catholics and 240 are Moslems. The villages are: Dushi, Kchira, Chereti eper, in the Gomsiche valley; and Komani and Chereti poshter in the Drin valley.

**Dibra.**—This clan occupies the middle portion of the Black Drin valley and its tributary valleys south of the river Veleshesa. For administrative purposes it is divided into Upper and Lower Dibra, Dibra Siper and Dibra Poshter, the dividing line running a little south of the river Pishkopeya. That part of the district which lies on the west bank of the Drin is called Malizi. In Lower Dibra and Malizi the people are Moslems. In Upper Dibra the Christians and Moslems are mixed. This clan is of mixed blood though mainly Albanian speaking. The so-called 'tigers of Dibra' are composed of the people of Dibra, Lurya, and Matia. The best builders in Albania come from Dibra.

**Dibri.**—This clan occupies the western portion of Mirdita. Its territory includes the valley of the river Dibri, which flows into the Fan a little below the junction of the Shperlasa with that river. The Dibri river rises on the east side of Mt. Kreshta, flowing in

Literally a 'standard', but used as the name of a local division of a clan.

a narrow valley, and is joined by a small stream coming from the hills near the villages of Kashñeti and Shinjerj.

The clan also includes the upper waters of the Jadri river, which flows into the Drin after rising on Mt. Sucheli, and is bounded on its left by the Mt. Kreshta, Mali Sh' Mhilit, and Shita Hāimelit, and on its right by the Mali Barth chain which separates it from the Gömsiche stream. The villages are, in the Dibri valley : Fregna, Ungrey (with church), Kalori, Kashñeti (with a church and the residence of the Bairaktar), Sukaji, Gasuli, Shinjerj (with church) ; in the Jadri valley : Vrensi (the local form of Vrithi), Kaftali, Kastri, at the junction of the river Vam with the Jadri, Kalivachi, Rasi, Vigu (with church). In the Shperlasa valley, near its head, is the village of Kachinari, and in the Gömsiche valley Korthpula. Mnela, with the church of Sh'roku, is occupied by the Spachi. There are 600 families.

**Drishti.**—This clan occupies the lower part of the Kiri valley and the southern slopes of Maranāi. Its boundary with the district of Prekali, which belongs to Shoshi, is at Ura Shtreñit. The chief villages are Drishti, Mesi, Muselimi, Boksi, Domni. This clan is almost entirely Mussulman. Drishti together with Suma, Shlaku, and Temali make up the district of Postripa.

**Dukajin.**—This term is used in three senses :

- (i) In a general sense as applicable to Pulti, Shala, and Shoshi, Dushmani, Toplana, Nikāi, and Merturi, who call themselves 'Fis i Jasht Bairakvet', 'clan of the six bairaks'.
- (ii) As applicable to the administrative district of the seven bairaks Chereti, Puka, Kabashi, Berisha, Bujoni, Ibalya, and Malizi. They occupy the high mountain range south of the Drin, and the slopes running down to that river, and extend from the Mirdite country to the Drin. The population is 16,300, of which 5,400 are Moslems and 10,900 Catholics.
- (iii) In a narrower sense, the name of a clan, composed of 3 bairaks.

The term 'Dukajin district' is sometimes applied to the country between the Drin and the Mirdita, and is inhabited by the clans Dukajin, Kabashi, Thachi, and Malizi. Shala and Shoshi call themselves 'Dukajin', because they believe they migrated to their present district from the district S. of the Drin. Puka was under the Turks the administrative centre of the district Dukajin. The numbers of the clan Dukajin are given variously from 9,000 to 11,000, of which about half are Catholics and the rest Moslems. Cattle-breeding is the chief occupation.

**Dushmani (or Temali).**—This clan occupies the right bank of the

Lesnichia (Shala) river, opposite the Toplana clan on the left bank, and the angle between that river and the Drin. It is a small clan of 1,400 persons. The principal villages are : Vila (Vilza), Arra, Dushmani, Klojen, Kāivali, Fuska. The Bairaktar lives in Vila. The church is at Dushmani.

**Fani** (Fandi).—This clan occupies the upper waters of the Fan i Fandit (or Fan i Vogel) river, the eastern source of the Fan river, which rises near Mt. Mnela or Munela at the Chafa Kumuls. It also includes the sources of the river Sirichia on the eastern slopes of Mt. Munela. Below the Chafa Kumuls is the hamlet Mshañ, and lower down come the villages of Domjon and Bisak (sometimes called Fandi), where is the church. The other villages are Juja, Shinjin, Konāi, which lie partly on the river and partly on the valley slopes. They include 420 families. Fani is bounded by the Malizi clan in the Sirichia valley and on the Chafa Kumuls ; and on the mountains on the left bank of the Fani Vogel by Lurya. As the district of this clan contains very little arable land, the poverty is great. Even from the extensive forests they only make a little pitch. Many families, amounting to several thousand persons, have left the district and settled in the Ipek, Jakova, and Prizrend regions. These emigrants never change their religion to Mohammedanism, though they are living among Moslems. These settlers are called 'Fonda' by their Moslem neighbours, who are much afraid of them owing to their courage and the relentless way they avenge an insult. The Fonda never buy land but take it on lease, and own only cattle and goods, so that if they are involved in a quarrel they may escape from their Mohammedan neighbours.

**Gashi**.—This clan occupies the north-eastern slopes of the Valbona valley and the south slopes of Mt. Shkūlzen, and the banks of the Tropoya stream, which falls into the Bushteritsa, itself a tributary of the Valbona river. The clan is bounded on the S. by the Krasnichi clan and on the SE. by the Bituchi. It possesses pastures on the north of the mountain-chain east of Vuthāi. There are in this clan about 4,000 Moslems in about 800 houses ; 800 armed men. It is said to be divided into two bairaks, Shipshāi and Barthāi. The chief villages are : Ahmetāi, near the foot of Mt. Shkelzen, Tropoya, N. of Ahmetāi, Medan, NW. of Ahmetāi : more to the west—Shipshan, Bobina, Berbatī, and Begāi ; and to the south of Ahmetāi—Hasāi (Hasanāi), Luzhs (Luch), Vorret e Shals (i.e. 'Graves of the Shals'), situated on the ridge between the Valbona and Tropoya rivers, and a meeting-place of the Gashi and Krasnichi clans.

The Gashi, with the Krasnichi and the Bituchi clans, form the

Malzia Jakovs, i.e. the Jakova Highlands. They are now all Mohammedans, though formerly they were Catholics. In 1908 the Gashi clan had about 300 rifles. It is generally reputed to be rich. The district of the Gashi and the Krasnichi clans is the best in North Albania.

**Grizha and Gruemira.**—(1) Grizha is a small clan which occupies the district N.E. of Kopliku, on the N. bank of the Rioli, where the river reaches the plain. It is bounded by the Rioli clan on the E., by the Gruemira clan on the S., and by the Kopliku clan on the SW. Its village is Grizha. (2) Gruemira is a small clan immediately S. of the Grizha clan. Its village is Gruemira.

The two clans have between them 75 houses and 900 inhabitants. They form one bairak included in Kopliku. The majority are Moslems. Their district is stony and barren. Lime is made there, and is regarded as the best in the whole country.

**Gruda.**—This clan inhabits the slopes on both sides of the lower Zem valley below the bridge Ura Lmāis to the plain. Its numbers are variously estimated at 2,200 to 2,550; rather over one-half Mohammedans; the rest Catholics. The clan forms one bairak with the following principal villages. On the right bank of the Zem on the slopes of Mt. Šuka are the villages of Selishte, upper; Selishte, lower, 15 houses, 200 people; Lovka, 21 houses, 130 people; Stano (Stanāi), 3 houses, 20 people; Dinoshi, 200 Moslem, 3 Catholic, houses, with 1,200 Moslem, 20 Catholic, people; Prifti, 27 houses, 170 people; Pikala; and Kala, 28 houses, 180 people. On the left bank of the Zem are the following villages: Kurech, Korach, Kseva, Hajāi, Mileshe, Vulāit, Tuzi, Vraña, Vlaña, Matagush.

All the villages are Catholic except Dinoshi, Mileshe, Tuzi, Vraña, and Matagush, which are Moslem, and Vlaña, which is mainly Orthodox and partly Moslem. At Prifti, the chief village, is the church. Pikala and Lovka are the next in importance.

The Gruda clan cultivates a part of the Zem valley, and breeds cattle. It is one of the poorest of all the Albanian clans.

**Hassi.**—This clan occupies the left or east bank of the lower portion of the Kruma valley and the country NW. of the White Drin and extends from the Drin to Jakova. It reaches the Krasnichi and the Bituchi clans in the NW. and is separated from the Moslem clan Lyuma by the White Drin. The district includes the slopes of Mt. Pashtrik.

It is a large clan, living in 50 villages with 600 to 1,000 houses, mostly Moslem. It numbers 4,900 in all—200 Orthodox, 2,400 Serbian-speaking Moslems, 750 Catholics, and 1,550 Albanian-speaking Moslems. Very little is known of the country.

**Hoti.**—This clan occupies the Karst plateau of the Mali Hotit, and the small valley of Kusha, which runs NE. from the Licheni Hotit (Sünü Hotit) between the Velechik and Bukovik mountains, as well as the lofty fertile plateau of Rapsha, 3 miles long and  $1\frac{1}{2}$  broad, at the head of the Kusha glen. It is bordered on the N. by Gruda and Klementi; on the S. by Buzauyit and the Licheni Hotit; on the E. by Shkreli; on the W. by the plain of the Zem. The Hoti district extends from the Sünü Hotit to the river Zem, where the N. slopes of Mt. Bukovik reach that river. From Han Grabom down the river the left bank belongs to Hoti, and the right to Triepshi. The numbers of this clan are variously estimated from 2,500 to 4,550; all are Catholics excepting some 30 to 50 Moslems. It is divided into two bairaks, Rapsha and Traboyna, or according to some authorities three, the third being Brija. Rapsha has 250 houses, of which 3 are Moslem, and 260 armed men. To Traboyna belong all the villages from Arza to Traboyna on the NE. slopes of the Mali Hotit, which divides this bairak from the other two. At Brija is the church of Hoti. The occupations of this clan are cattle-breeding, agriculture, and fishing. The Rapsha plateau is covered with fertile meadows, and is the richest part of Hoti.

**Kabashi.**—This clan occupies the valley of the Gumina, a stream flowing from the Puka mountains into the Drin. It has about 2,000 inhabitants, more than half of whom are Catholics, while the rest are Moslems. Its villages are, on the left bank going north—Leythia (which belongs to Puka), Dedäi, Ukthi, Bushala; and on the right bank—Kabashi, Chelza, Dushneza, Livushkru, Krüezi. The church is at Chelza. This clan forms a bairak of Dukajin.

**Kastrati.**—This clan occupies the district north of the Lake of Scutari and NE. of the Lake of Kastrati. On the E. it is bounded by the Shkreli, and it extends to the Kastrati Lake.

Its numbers are variously estimated from 2,300 to 2,770, with 450 to 550 armed men; all are Catholics except about 200 Moslems. The clan is divided into one or two bairaks. The villages are partly in the mountains and partly in the plains.

(1) Of the mountain villages, the chief are—Bratoshi (Kastrati Sipri) with church, and the hamlets of Martinäi, Jokäi, Atserji, Goräi, Nretzäi, Peräi, and Rushi, round the church; Vukivanä, Chuläi, Gashäi, and Vukpaläi.

(2) Of the villages in the plain of Baiza, the chief are—Pula, 53 houses, 220 people; Ivanäi, 31 houses, 190 people; Aliyäi; Pietrosyani (Pietroshan), 24 houses, 150 people; Kasani (Kosan), 10 houses, 60 people; Gradica (Gradets), 4 houses, 40 people;

Vik-utsai; Mokseti. The Kastrati occupy themselves in fishing and agriculture. They are stated to fall naturally into families rather than villages. These families centre round farms and occupy often many houses. The Kastrati occupy the leading position among the Southern Malisors, as do the Hoti among the northern.

**Klementi (Klmeni, Kelmeni, Klment).**—This clan occupies the upper part of the Zem valley. Its country is bounded on the N. by Montenegro, on the E. by Gusinje district. Its numbers are variously estimated from 3,350 to 4,550; all are Catholics excepting 50 to 100 Moslems. There are two bairaks, Vukli and Seltse. Seltse (all Catholics) has 320 houses, 380 soldiers. Its villages are—Ruganos, 26 houses, 190 people; Vusnaitsi, 30 houses, 180 people; Genovich, 27 houses, 160 people; Pepai, 21 houses, 160 people; Plunai, 10 houses, 150 people; Ded-Kolas, 22 houses, 140 people; Rejai, 26 houses, 140 people; Drata, 21 houses, 120 people; Letsyai, 19 houses, 100 people; Radetina, 14 houses, 90 people; Puiti; Sintuit; Osoyna; Dobrina on right bank of Zem; Nik-Jokai, 7 houses, 70 people; Hassan-Nikai, 7 houses, 70 people; Duk-Triai, 10 houses, 70 people; Nikthrai, 8 houses, 60 people; Nik-Martinai, 7 houses, 50 people.

Seltse extends from Han Grabom to the huts above Nikshi eastwards to Predelets and Troyan, where it reaches the Gusinje district; on the W. to the slopes of Mt. Vila; on the N. to most of the Skrobotusha (upper part Vermosha valley) and the Moyan chain.

Vukli bairak, with 240 houses, 270 soldiers, extends to Boga on S., Shala on E., and Gusinje on N. At Vukli is the church. The principal villages are—Vuksa Dedai, Stalai, Dedai, Perushai, Tsoki. Broja is a dependance of Vukli, as are also the two villages of Upper and Lower Nikshi. Broja (sometimes called Kalza) is made up of other villages, e. g. Jevica, Dranovica.

The sole occupation of the Klementi is horse and cattle breeding; they are a very warlike tribe, living in the most sterile district of Albania.

**Kochai.**—This clan is situated E. of Podgorica and N. of Triepshi, and extends between Orahovo, Triepshi, Fundina, and Medun. Its numbers are variously estimated from 450 to 700. It is included in Montenegro.

There are three villages—Nutzuli, Marti, Gorgov—with 50 houses. The Kochai are Catholic and bilingual, and say they originally came from the Klementi clan. They are shepherds. Their district is too stony for cultivation. In the summer they feed their flocks on the eastern slopes of the Zijovo mountain in Montenegro. They own

the shepherds' huts at Brak i Samatorit, between Radeca Velja and Kostica.

**Kopliku.**—This clan occupies the NE. shore of the Lake of Scutari. The Proni That, between the mountains and the Lake of Scutari, forms the boundary on the NW. It is bounded on the N. by Kastrati and Rioli; S. by Scutari. Two estimates are given of its numbers—(a) 800 Catholics, 1,800 Moslems, 400 Orthodox: total, 3,000, with 600 armed men; (b) 1,000 Catholics, 1,500 Moslems: total, 2,500, with 500 armed men. There are three bairaks—Koplik Shipër, the leading and most numerous; Koplik Posht, and Grizha-Gruemira. The following villages are in whole or part occupied by Orthodox Serbs—Brch, Borich, Basits, Vraka, Sterbets, Kadrum. Farming is the chief occupation.

**Krasnichi.**—This clan occupies the upper part of the Valbona valley and the eastern slopes of the Mali Krasniches range. It is also stated by one authority to own the higher pastures on the south slopes of the Mali Krasniches N. of the Tsurra valley, and also to extend to the Ljumi Cherechit (or L. Kuchit). This river divides it from the Nikāi clan. It also possesses pastures on the N. of the main chain east of Vuthāi. It comprises one bairak. Its numbers are estimated at 2,800 to 3,400, all Mohammedans except about 140–170 Catholics; about 650 armed men. The following are the chief villages: Noāi (bridge over the Valbona), Kolmeshāi, Kolgetsāi (bridge), Buyal, Markāi, Bunyāi, Fangu, Mulosmanāi, Griyāi, Dega, Ponari, Dushāi, Demushāi, Geguseñ, Selimāi, in the Dragobiya valley. The clan is prosperous.

**Krūezëz.**—This clan, a bairak of the Malzia Leshs, occupies the right slopes of the Fan valley from the junction of both its arms (where the clan joins Mirdita) as far as the Rubig stream. The small plain where the river Reya flows into the Fan belongs to this clan. It has 120 houses and 820 persons. Its villages are Krūezëz with a church, and Rubigu with a Franciscan monastery and a church (Kisha Shelbumit) containing fine frescoes.

**Kthela** (Thkela).—This clan lies on the left bank of the lower Fan river and the right bank of the Mat river. It occupies the valleys of the Zali Shebyes and the Lusya Lisit. It is bounded on the N. by the bairak of Oroshi; on the E. by Selita; on the W. by the Fan river; on the S. by the Mat river and the mountain Kulm Dervenit. This ridge forms the frontier between Kthela and Mirdita. It includes the three valleys of the rivers Zmiya e Vogel, Zmiya e Mathe, and Shtreza. Its principal villages are: Kthela eper, Kamets (with church), Shtana (Tenna), Rshin (Rsheni) (with church), Shebe (Shebya), Malāi, Proseku, Perlatāi (with



church), Terasi, Lurthi, Yezuli. The three largest are Perlatāi, Kamets, and Rshein. There are 2,700 persons in this clan, in 300 houses. The clan is Catholic.

Selita, Bshkash, and Kthela are collectively described locally as 'the three bairaks of Okri Vogel'.

There is little pasture land, and in summer part of the flocks is pastured outside the district on the Mali Sheynt and Kunora. Maize is the chief crop, but some tobacco is grown. Many of the Kthelans, under the pressure of hunger, plunder the coast plain.

**Kushneni.**—This clan, a bairak of Mirdita, includes the middle of the Fan i Goyanit valley, the right bank of the Fan i Fandit, and the valley of the Shperlasa. The most important villages are : in the Fan i Goyanit valley—Jejana, Kushneni, Shperlasa, Mnoga, Pshchesh, Nderfandna (with church) ; in the Fan i Fandit valley, Blinishti (with church) ; and in the Shperlasa valley, Simoni, Bukmir.

On the ridge between the two Fan rivers, near the road from Scutari to Orosh, is the church of Shpal, where once every spring all the Mirdites meet in council. There are 110 families, all Catholic. Moulds for casting shot are made in this district.

**Lohya and Rechi.**—These clans occupy the district round the eastern of the two streams which after joining are called the Benushi river. They are mainly Moslems. Their villages are—Lohya, with 80 Moslem and 40 Christian houses, with a mosque ; Rechi (with church), 35 Catholic houses, 280 persons ; Zagresh, Didanye, Nidi, Kurti, Bukamir ; the last five containing together 180 houses, 1,200 persons. The clan of Rechi, with that of Lohya, is sometimes called a bairak of Rioli. The Lohya and Rechi clans are of mixed stock, mainly originating from Pulati and Shlaku, and were originally all Catholic. The ridge of Mali Renchit by San Giovanni di Medua is used by them, together with the Shkreli, Rioli, and Klementi, as winter pastures.

**Lurya.**—This clan occupies the source of the Zali Milthit and extends over the saddle into the valley of the Mala (Lurya Mala), which it occupies down to the Drin. Above Lurya eper on the boundary between Lurya and Selita rises the lofty mountain Kunora. The population is about 2,000. The villages are—Lurya eper (and also Lurya poshter), Buriye, Kreya, Pregia, Vlashāi (Vlash), Arras, Sumāi, Rechi, Guri Rechit (Jur), Arni (Arña), Saroy (Sroy), Guri, ? Naramal (Maranal), ? Mars, ? Domi. All are in the Mala valley except Guri, which lies near the boundary of the Matia near the head of the Zali Milthit. Lurya eper is divided into two parts, one called Katuni Vyeter, in which is the church,

and the other called Fusha, in which is a long-disused Catholic chapel and a mosque. Near Kreyā is a Catholic church dedicated to St. Antony and used once a year. Between Kreyā and Lurya eper is a virgin forest of magnificent pines called Zabeli Niks (i. e. forest of Nik), which belongs to the church of Lurya and is treated as holy by the Moslems as well. Catholicism is decreasing and Islam increasing in this clan, owing, no doubt, to their being surrounded on three sides by Moslem clans. Out of the 300 families in Lurya only 22 are Catholic. Dibra is the market for the clan. Cattle-breeding is the chief occupation, though there is a little cultivation of maize and tobacco.

**Lyuma.**—This clan occupies the basin of the Lyuma river and the valley of the Black Drin from the Veleshesa river northwards to its confluence with the White Drin. The clan is Mussulman and is reputed to be the most fanatical in Albania. The number of the clan has been put down at 35,000 with 7,000 armed men. Its chief place is Bitsan; the other villages are: Kalis (Klyeshe), Tseren, Ploshta, Dodāi, Soleni, Vila, Bush Tritsa, Shāila, Lusnā, Homisht, Seri, Arni, Kolesyan, Bitsa, Nangos, Stitsen, Pobrek, Bardovsa, Morina, Vernitsa, Jur, Sherza, Topoyani, Nimtsa, Loyma, Brekina, Davka, Jefer.

**Malisor Clans.**—The Malisors, i. e. 'Mountain Men', comprise all the mountain dwellers N. of the Drin. Their country is bounded on the S. by the Lake of Scutari, the Drinassa, and the Drin; on the E. by the Dechanska Planina and the plain of Bituchi; on the W. by the plain of the Zem; and on the N. by the Montenegrins of Kuchi and Drekalovich. The population is 54,500. Of these 34,400 are Catholics, 20,000 Moslems, and 100 Orthodox. The term is conventionally restricted in Scutari to the Catholic clans. The five 'mountains of Scutari' are the most important of the clans: that is to say, Hoti, Gruda, Klementi, Shkreli, and Kastrati. Two of the Malisor clans—Hoti and Gruda—now belong to Montenegro. *Malzia e Mathe*, i. e. the Great Highlands, is a term used to describe the district inhabited by the 'five mountains of Scutari'. *Malzia Jakovs*, i. e. the Jakova Highlands, is a term used to describe the district inhabited by the Gashi, Krasnichi, and Bituchi clans.

**Malizi.**—This clan, administratively but not popularly regarded as a bairak of Dukajin, occupies the Sirich valley, which runs from Mt. Munela to the Drin, and also the slopes of Mt. Runa and Chafa Kumuls, from the Ura Vezirit to the Ura Spashit. It joins Fani on the Chafa Kumuls. It has 3,000 persons. Its villages are Shemrii, Petkai, Brattai, Shtanz, Dukajin, Shike, Krümth, Barbchort. The Bairaktar lives in Shike. The people are all Moslems.

The men have recently begun to go to Greece in the winter as agricultural labourers, and stay away for 6 months. An industrious man is thus able to earn £6 to £8 a winter.

**Malzia Leshs.**—This group of clans, 'the Alessio Highlanders', occupies the lower Fan valley, and the right bank of the Mat valley from the mouth of the Fan to where it enters the plain. It reaches from Alessio to the summit of the Mali Dervenit, and is bounded on the south by Matia and on the north by Mirdita. It has four small clans or bairaks, Krüezez, Bulgeri, Velya, and Manatia, with 3,000 inhabitants, all Catholics. The people of these clans are exceedingly poor. Their country is covered with underwood, and there are few meadows.

**Manatia.**—This clan, a bairak of Malzia Leshs, lives on the Mt. Molungo, which rises between the Fan valley and the coast plain. It descends close to the town of Alessio. It has about 100 houses, and the chief village is Manatia.

**Matia.**—This district takes in the upper valley of the river Mat down to the coast plain. Its northern boundary is the Moknor stream on the left bank of the Mat. On the right bank of the Mat the boundary goes from the river up a conspicuous flat-topped mountain called Deya Matzuklit. On the W. the watershed between the Mat and the rivers Droya, Zeza, Terkusa, and Richlata forms the boundary. Over this watershed are two passes to Kroya—one, the Chafa Belekut to the N., leading along the N. bank of the Lüsya Kamsiys to the Droya; and the other the Chafa Shtamit to the S., leading from the S. of the Lüsya Kamsiys to the Zeza. Farther south the watershed is also crossed by the Chafa Murizes, leading from Matia to Tirana.

On the E. the boundary is formed by the watershed between the Mat and the basin of the Black Drin. On this watershed are the Mt. Valmora and the Deya Matzuklit. Over the Chafa Murs to the N. and the Chafa Bulchins to the S. pass tracks from Matia to Dibra.

It has 14,500 to 18,000 people, the greater part Moslem with about 1,200 houses.

There are four subdivisions of Matia called in Turkish *Semt*, i. e. 'regions'. These are Zogoly, the most northerly portion on the right bank of the Mat, Oloman and Cheläi, the middle districts on both banks, and Boshich (or Bogshich), the southerly portion. The *Semts* are the districts of four feudal families. The place where the residence (*seräi*, palace) of each family is may properly be regarded as the capital. The *Seräi* Zogolyit lies on a hill near the villages Burgayet and Lisa, and bears some resemblance to a castle.

The Serāi Olomanit lies in the village of Kurdarey and the Serāi Chelāit in the village of Paten, while Boshich's capital is Klyose.

Wealthy families occupy houses (*kula*) of two or three stories, 40-50 feet high, solidly built with stone walls sometimes a yard thick.

There are probably not more than 25,000 persons in Matia, though the inhabitants say there are 5,000-6,000 houses with 30,000-35,000 people. Apart from the families of the four Beys, there are a few families comfortably off. The rest are peasants. All are Moslems. The Zogoly-family is the most important.

The Mat basin is fertile and given over to agriculture. Some of the Bshkash people have settled here and taken part of the land on lease.

**Merturi.**—This clan is situated in the N. angle of the Drin on both banks. On the right bank it is bounded by the Shoshi, Nikāi, and Krashnichi clans; on the left by the Dukajin and Tachi. They occupy also the left bank of the Lyumi Nikāit nearly as far as the junction of the Lyumi Kuchit (Cherechit), and possibly also the whole valley of the Lyumi Kuchit, including the villages of Kuchi and Cherechi, the farthest place up this valley. They also extend up the Drin from its junction with the Lyumi Merturit to the mouth of the Valbona valley, and down-stream on the right bank as far as the district of the Shoshi and Toplana clans. Here the Merturi cross to the left bank of the Drin and inhabit its left bank round the Chelumi Merturit. The inhabitants on the left bank, however, have not remained united to the rest of the clan, but have joined the Thachi clan.

The numbers are variously estimated from 3,500 to 4,200, all Catholics except 100-120 Moslems.

The villages are—(a) in the valley of the Lyumi Nikāit: Betosha, and Sh'jerj, the residence of the Bairaktar; (b) between the lower waters of that river and the Valbona valley: Blakāi, Tetāi (the largest village), and Raya (with church); and (c) on the right bank of the Drin below the Lyumi Nikāit, Kotetsi, Palchi Saltsa (with an old church), and Briza. All these last villages are on a fertile terrace above the Drin, and the inhabitants are fairly well off. The principal villages on the left bank are Apripa-Gurit and Merturi-Gurit. The tribe comprises one bairak. The church is at Raya.

**Mirdita.**—The name Mirdita is a geographical term applying to the district, and does not appear to have been first applied to its inhabitants. The district of Mirdita occupies the valleys of the Fan i Math and the Fan i Vogel and their tributaries (e.g. the Shperlasa and the Dibri), except the lower stretches of these two rivers,

which are inhabited by Kthela and the clans of the Malzia Leshs, and the right bank of the Fan i Math, near its source, which belongs to the commune of Krüezi in the Kabashi clan. The upper waters of the Gömsiehe and Jadri rivers are also in this district. Mirdita is bounded on the south by Kthela and Lurya ; on the east by Malizi ; on the north by the Dukajin ; on the west by the coast plains. Mirdita is said to cover 930 sq. km., and to have a population of about 16,000 to 20,000 with 7,000 armed men.

There are three old bairaks, Oroshi, Spachi, and Kushneni, 930 sq. km., 29,000 (all Catholic), and two new, Fandi, Dibri. The clans Bishkasi, Kthela, and Selita are sometimes called bairaks of Mirdita.

The Mirdites often rob and sometimes hold up all traffic on the Scutari to Prizrend road. They prefer, however, brigandage on the coast plains. They are ignorant and idle, and consequently insufficiently fed, though the country is no less fertile than other N. Albanian valleys. The Mirdita is well wooded, mainly with beech, but also with larch and fir. Cattle-breeding and agriculture are the chief occupations. The vine is grown in S. Mirdita and Matiya : the best wine comes from Orosh, Spachi, and Goyani.

Of the bairaks all but two parishes belong to the Bishop of Alessio. Two, i.e. Mnela and Vigu, belong with the Dukajin to the Diocese of Zadrimea. A mitred abbot lives at Orosh, which is the capital, having a population of 500.

**Nikāi.**—This clan occupies the Lyumi Tsurāit valley, the Lyumi Kuchit valley, the Lyumi Barth and the Lyumi Zi valleys, and the right bank of the Lyumi Nikāit from the junction of the Lyumi Tsurāit and the Lyumi Kuchit nearly to the Drin. The clan includes the eastern slopes of Mali Kakiña and Mali Nermañs. Its numbers are variously estimated from 1,800 to 2,445, all Catholic, with 350 to 430 armed men.

The tribe comprises one bairak. The villages (with populations) are : Mser (210), Palkulāi, or Perāi (190), Tsurāi Poshter (190), Nikbibāi (161), Kapiti (155), Prebibāi (152), Threvalāi (150), Chokāi (143), Jonpepāi (with church) (134), Slakāi (117), Nerjush (116), Reshpiā, Vrana, Valgarve, Vuga, Vargu, Skofra, Papplekāi, Bushati, Burāi eper, Mbrishāi, Servagnāi, Cherechi, Kuchi. The Bairaktar lives in Perāi. There are three subdivisions of the clan, called *kuven* (i.e. brotherhoods)—Kolbibāi, Lekbibāi, and Mark Bibāi or Tsurāi. The Tsurāi *kuven* (850 persons) occupies the upper part of the valley ; the Kolbibāi *kuven* (750 persons) the middle (i.e. the district of the Lyumi Zi) ; and the Lekbibāi *kuven* (480 persons) the lower part. Each *kuven* is further subdivided into sections

called *shpiya* (i.e. houses), which include several houses and form small hamlets.

The district is sterile and often waterless. The clan is the wildest of the N. Albanian clans and the most difficult of access. The houses are scattered among the rocks ; there are about 300 in all.

**Oroshi.**—This clan, a bairak of Mirdita, occupies the left bank of the Fani Fandit immediately below the district of the Fandi clan, and extends over the slopes of the Mali Sheynt (i.e. 'Holy Mountain'), a range of many summits. The ridge of Mali Sheynt and the pastures of Nan Sheynt on the slopes are used by the Oroshi clan for summer pastures. On the S. slopes of this mountain the district is bounded by that of the Lurya.

Orosh is the chief place. The principal hamlets are : Zoys, Mashtrokol, Lijin. Oroshi is entirely Catholic. It has 120 families. The first bairak of Mirdita is Oroshi, as being the seat of the 'Captain' (Kapidan) of Mirdita, and the centre round which the other bairaks have come.

**Pulati** (or Pulti).—This is a generic name for the clans which occupy the upper Kiri valley and are bounded on the S. by Maranāi, E. by Shala and Shoshi, W. by Rioli. The Biga Mountain is at the head of this valley. The Maya e Mathe group or Plani mountains form the west side of the valley. The eastern range is lower, and three passes lead over it to the Lesnichia valley—Chafa Boshit, Chafa Shoshit (Kirit), and Chafa Guri Kuch. There are three clans : (1) Joani, with 45 Catholic houses, 350 persons ; 30 Moslem houses, 200 persons. (2) Kiri, with 85 Catholic houses, 650 persons ; 30 Moslem houses, 200 persons. (3) Plani (Planti), with 177 Catholic houses, 1,200 persons ; 30 Moslem houses, 200 persons. The total population is variously estimated from 2,400 to 2,900, with 450 to 500 armed men.

Plani occupies the sources of the Kiri river ; Joani occupies the right bank, and Kiri the left bank lower down the river. Each bairak has its own church, and Joani is also the residence of the bishop of the Pulati diocese, which includes the three valleys of the Kiri, Lesnichia, and Nikāi rivers. Suma, a village on the west slopes of the valley, forms a separate clan. Mngula is sometimes described as a separate clan or bairak.

It is essential to guard against confusion in dealing with the name Pulati. 'Upper Pulati' means Shala, Shoshi, Nikāi, Berisha, Merturi, and Toplana, and is used as referring to a group of clans under one bishop, who lives at Joani. The name is used both for the three clans and for the diocese and ecclesiastical division,

which contains several other tribes and extends over the three valleys of the Kiri, Lesnichia, and Nikāi.

**Rioli.**—This clan occupies the Rioli valley, bounded on the W. by Mt. Guril and on the E. by the mountains Chafa Zes, Bishkasi, and Maranāi. At its head is Mt. Parun, below which are the Rioli pastures, in which on July 26, St. Prenna's day, mass is celebrated in the open air. The valley is divided into two branches by a ridge running down from Mt. Bishkas, of which the western is the largest. Through the western runs the Shéu Riolit, and through the eastern the Guri Kurtit. Their numbers are about 1,000, with 500 armed men. They make up one bairak, though sometimes Lohya and Rechi are called a bairak of Rioli. A fine white sand comes from the Rioli river. Many corn-grinding and wool-fuling mills are driven by the streams, and the clan is famous for baking. All the bakers in Scutari are from Rioli. A large number of the Rioli clan live in winter on the coast between the mouth of the Boyana and San Giovanni di Medua. They are mainly Catholic.

**Selita.**—This clan lies to the E. of Kthela, and includes parts of the valleys of the Tharpni and Uraka rivers, the upper Uraka as far as the junction of the Zali Milthit, and the northern part of the Zali Tharit. In the upper Uraka valley, a tributary which flows into the river on the left bank and comes from the Deya Matzuklit forms the boundary between Selita and Matia. The summit of Mt. Kunora is on the boundary, as is the ridge between the Zali Tharit and Zali Shebyes. The clan is bounded on the N. by Oroshi, on the W. by Kthela, on the S. by Matia, and on the E. by Lurya. Its villages are: Likuna, Bozhichi, Lufāi, Jochāi, Dāichi, Zāithi, Kurbneshi, M'kurthi, Kumula. The largest village is Kurbneshi. The clan has 280 houses, of which 200 are Catholic. It has 1,500 Catholic and 800 Mohammedan inhabitants. The Moslems are found in the three villages of Lufāi, Jochāi, and Dāichi. Agriculture is the occupation of the clan, but a third of the maize required has to be imported from Matya and Dibra.

Selita, Bishkash, and Kthela are called locally 'the three bairaks of Okri Vogel'. The people of Selita are uncivilized and violent. The dwelling-houses are mainly *kulas*, square-sided towers of thick masonry. The people are generally poor, and consequently robbers.

**Shala and Shoshi.**—(1) The Shala clan occupies the upper part of the Lesnichia valley, from its head below the Chafa Peys to south of the Chafa Boshit. The northern part of this district is called Thethi, with the church in the hamlet of Nreyāi; the southern bears the name Shala e Mathe or Shala, with a church at Abata. Thethi is a mountain basin shut in by the Maya Harapit on the W.,

Maya Lisit on the E., and Maya Radohins on the N., while on the S. come Maya Pracha and Maya Zeza. Lower down the valley are Maya Biga and Maya Nermañs on the W. The clan is bounded on the E. by the Merturi and Nikāi clans. The top of the pass Chafa Nermañs on the Mal i Barth forms a point in the frontier of Nikāi and Shala. The numbers are variously estimated from 3,200 to 4,350.

There are said to be 4 bairaks : Thethi, Petsāi, Lothāi, and Lekāi. Others say there are 2 bairaks of Shala : (1) Shala on the left bank of the Lesnichia stream ; (2) Gimāi on the right bank. Shala is one of the clans forming the clan of the six bairaks. In the Thethi district are 7 villages and 180 houses—Nreyāi, Markdedāi, Jechāi, Nikjonāi, Okoli, with 80 houses, Lechāi, Nerlümza. In the Shala e Mathe district are the following villages, with 408 houses or families (numbers of houses are given in brackets) : Gimāi (110), Nen Mavrichi (57), Lekāi (Lechāi) (50), Lotāi (50), Abāta (25), Nitsāi (20), Petsāi (16), Marknikāi (15), Bobi (13), Dednikāi (11), Papnikāi (10), Vuksanāi (10), Piola (10). The Bairaktar lives in Petsāi.

The Shalyans are farmers and cultivators, and in particular cattle-breeders. The valley is well watered and timbered, and with good pastures. Maize is the usual crop, but much has to be imported from Ipek. They occupy in summer some mountain pastures in the Valbona valley. The clan grows its own corn, but only sufficient for itself, so that export of corn from Shala is illegal. The Shalyans are Catholics, and brigands. The clan was formerly very large, and many emigrated to Ipek and its neighbourhood, where there are hundreds of Shalyan families ; e. g. Isnich, a village near the monastery of Dechan, is entirely composed of them. The Shala clan is generally associated with the Shoshi, and sometimes the two are called one bairak.

(2) The Shoshi clan occupies the middle of the Lesnichia valley, and is bounded on the N. by the Shala clan, and on the S. by the Temali and Toplana clans. On the E. the mountains Nermaña, Agra, Strashicha, and Guri Leks Dukajinit bound this portion of the valley. The population is estimated at 2,000 to 3,200, all Catholic. The principal village is Sheher Shoshit, with a church situated on a ridge between the deep gorges of two tributaries of the Lesnichia, of which the more northerly is the Stubya stream. Occupations and characteristics are the same as those of the Shala clan.

**Shkreli.**—This clan inhabits the middle of the Proni That valley and of the Banash, on the S. slopes of the N. Albanian Alps, the



stoniest and most waterless valley of Malzia. By permission of the Vali of Scutari they feed their herds on the plain of the Boyana.

In the summer they occupy their own pastures on the slopes of Mt. Velechik in the mountains round Planî, and some of them hire pastures on the N. of the main chain of the Albanian Alps, belonging to Plava.

In October they descend from the mountain pastures, and remain in the Bregumatia plain between the Drin and the Mat rivers and on the Mala Renchit near Alessio. This clan is the most numerous of the Malisors, having 600 families, of whom 500 are Catholics. There are in all 5,000 Catholics and 700 Moslems. Total 5,700, with 950 armed men. They form one bairak. Their villages, in order of size, are as follows: Vrithi, Brzheta, Dusëi, Strkuya, Poyitsa, Grizhâi, Stolli, Dedâi, Zagora.

The church is at Brzheta; the mosque at Zagora.

The bairak of Boga, which properly belongs to the Klementi, has in fact hardly any relations with them and has attached itself to the Shkreli clan. Boga has about 75 families, all of whom are Catholic, except one Moslem; and contains 660 persons, of whom all except 10 Moslems are Catholics. Their villages are: Jokâi, Prechâi, Malëi, Gegâi, Mihâi, Leshâi, Mikâi, Uljekâi, Nrei.

The Shkreli are moderately prosperous. Cattle-breeding is their sole occupation, in summer in the high mountain pastures and in winter in the valley. The country is barren. The villages Zagora and Dedâi alone possess arable land. Unlike the Klementi, only a few families go to the coast in winter, but they have cultivated the waste ground between Rechi and San Giorgio, and near San Nicolo, and also part of the coast district of Bregumatia.

**Shlaku.**—This clan occupies the southern slopes of Mt. Tsukali, on the right bank of the Drin, and the upper part of the Nerfusha valley. It is bounded by the Dushmani clan on the E., and by the Pultî on the N. It has about 300 houses, 900 inhabitants, all Catholics, and forms one bairak. Its villages are: Shlaku (also called Lot Gegâi), Mgula, Brzola, Mazareku, Mshkala, Spori. The church is at Shlaku. Occupations are charcoal-burning and goat-keeping.

**Spachi.**—This clan, a bairak of Mirdita, occupies the upper waters of the Fan i Goyanit (or Fan i Math) on the left bank and the western and southern slopes of Mt. Munela as far as the Fan i Fandit, where it reaches its right bank. The frontier with Dukajin is just N. of Sh'miya. The village of Goyani lies in the upper valley of the Fan i Goyanit. Other villages in that valley are: Chafamalit,

Brzeti, Arsti, Kavlina, Sh'miya (the church of the village of Chafamalit), Kimesa, Kalivari (with church). On the southern slopes of Mt. Munela are the villages of Spachi, She Mri, Jursi, Plakza, Skoreti. Higher up the mountains are the villages of Mushta and Domni. Through Domni passes the path from Spachi to Kalivari. The road from Scutari to Prizrend, between the Chafa Malit and Arsti, passes through the district of the Spachi clan.

Many of this clan have left and settled elsewhere, e. g. the village Goyani founded the village Gömsiche near the junction of the Gömsiche with the Drin; and so too the inhabitants of the village Mnela, in the upper Jadri valley, are descended from Spachi. There are in this clan 650 families.

**Suma.**—This clan occupies the right bank of the Kiri river. Its southern boundary reaches as far as the Chafa Thans. It joins the clan of Joani on the north. The village of Suma is situated north of a small stream running NE. and E. from the Chafa Thans. Part of this clan is Moslem, but the majority is Catholic.

**Thachi.**—This clan occupies the slopes (called Brija) on the left bank of the Drin opposite the Krasnichi clan, and extends from near Spash to the Merturi clan. Its numbers are variously estimated from 2,800 to 5,700, mostly Catholics. It comprises two bairaks, Bujoni and Ibalya, divided into four chief families. The villages lie mainly on the Drin. The chief are: Bujoni, Ibalya, Gralishti, Fyerza, Gropate, Poravi, Apripa-Keche, Arsli (Arsti), Mziu, Palmchi, Hardopi, Chuka-Jekese.

Ibalya (Ikbalye or Kbale) is an important village in a lofty mountain basin (770 metres). Several Moslem families live here, and there is a mosque. This clan forms part of the Dukajin.

**Toplana.**—This is a small clan on the left bank of the Lesnichia river opposite the Dushmani clan. It occupies the angle between that river and the Drin. It is bounded by the Shoshi clan on the W. and the Merturi on the N., the dividing line with the latter being the ridge running down to the Drin just south of Briza. It has 650 persons (all Catholics) and two villages, Toplana and Zerma (Serma). The church is at Toplana. There is a ferry here over the Drin by means of a small raft supported by inflated skins. The percentage of adult males killed is 42—the highest of all the tribes, whose average is 19 per cent. This clan forms one of the clan of six bairaks, the so-called Dukajin clan.

**Triepshi.**—This clan occupies the right bank of the river Zem from Han Grabom downwards. Its district extends between Orahovo, Mount Hum Orahovski and Soko, and the river Zem as far as Kuk Buch and Fundina. Triepshi and Hoti meet at Han Grabom.

Between the two clans there are constant quarrels, as the Triepshi claim pastures on the Hoti side of the river. There is a so-called neutral zone on the right bank of the Zem along the Triepshi boundary. The numbers are given variously from 600 to 1,315; all are Catholic except (according to one authority) 15 Moslems. The clan comprises one bairak with six chief villages—Nikmarash, Benkâi, Poprat, Delâi, Stiyepo, Butza, Muzechka. The villages are on the high plateau above the gorge of the river Zem. The civil centre is the village of Nikmarash. In Stiyepo is the church. Butza is the most northerly village, Muzechka the most southerly. Other villages towards the NE. are Benkâi (with 40 houses and 75 armed men), Delâi, and Poprat. Benkâi owns pastures in the basins of Poprat and Grecha. In the latter the meadows are particularly rich.

**Velya.**—This clan, a bairak of Malzia Leshs, occupies Mt. Velya (Maya Vels) NE. of Alessio and also the valley of the Reya, a stream flowing into the Fan i Math. Its villages are—Velya, Janji, Lalmi, Kachinaras, Pataley, Reya. The church is at Velya. There are 74 houses.

## SOME USUAL TOPOGRAPHICAL AND GEO- GRAPHICAL TERMS IN ALBANIAN

### 1.

**Barth** = white.

**Bieshka** = the pasture, alpine meadows, and also the Alpine districts.

**Boka** = defile.

**Bregu** = the bank; *Bregu Buns* = the bank of the Boyana; *Bregu detit* = the seashore.

**Breja** (the plural of the word *Breg*) = the slope of a mountain, cut up by gullies and ridges; *Breja*, a village in Hoti on the slopes of the Bukovik mountain; *Breja* = the left bank of the Drin in the district of the Thachi clan.

**Buni** = the shepherds' huts; *Buni Valbons* = the shepherds' huts of the Valbona Valley.

**Buza** = the edge; *Buza Uyt* on the Lake of Scutari = the edge of the water.

**Chafa** = the pass over a mountain range; *Chafa Malit* = the pass of the mountain; *Chafa Bishkasit* = the Bishkasi pass.

**Chüteti** = the ruins of a fortified town, castle town.

**Eper** = upper.

**Fis** = a clan.

**Fshati** = the village: used in South Albania.

**Fusha** = the plain.

**Gropa** = the valley, basin.

**Grüka** = the mouth (of a river); the ravine, i.e. *Grüka Shkoz* near Kroja; *Grüka Uykut* near Koritza; *Grüka mathe*, *Grüka vogel* = the great and the small ravines, respectively, near Dibra.

**Gurra** = a spring or well; *Gurra Kuche* = the red spring.

**Güri** = stone (not to be confused with *Gurra* = spring); *Guri i barth* = the white stone; *Guri i zi* = the black stone; *Guri i kuch* = the red stone.

**Hurtha** = the pool or natural reservoir.

**Kalaya** = the citadel, and also the ruins of a castle.

**Kaluba**

**Kalubaki** } = the alpine shepherd's hut.

**Koluba**

**Karma** = originally the monk's cowl ; a steep, rocky bank ; *Karma* on the Drin in the district of Puka ; *Karma Mishtit* on the Black Drin in the district of Lyuma.

**Katuni**—**Katundi** = the village ; *Katun i ri* = the new village. This is only used in Northern Albania, in the S. the term is **Fshati**.

**Kisha** = the church.

**Kneta** = the bog.

**Kodra** = the hill ; *Kodra e Kuche* = the red hill.

**Kroni**, the spring or well ; *Kroni i math* = the great spring.

**Kuch** = red.

**Kula** = the tower ; applied to a fortified house or castle in Albania.

**Kunora** = the crown, often applied to a mountain in the shape of a truncated pyramid ; *Kunora Darthes* = the crown of *Dartha* (the name of a village) ; in Tosk the word is *Kurora*.

**Kuñi** = the hill ; *Kuñi zi* = the Black Hill.

**Licheni (Lecheni)** = the lake.

**Livadi (or Livathi)** = the meadow.

**Lüsyä** = the brook ; this word is only used in the Mat District.

**Lyumi (Lumi or Lümi)** = the river ; *Lyumi i barth*—*Lyumi i zi* = the white and the black river respectively.

**Mahalla** (Turkish) = a quarter in a village or town.

**Mali** = the mountain ; *Mali i barth* = the white mountain.

**Malizi** = the black mountain ; *Malizi* is sometimes confused with **Malzi (Malci)** or in the definite form **Malziya (Malcija)**, the mountain range. *Malziya* does not, however, mean 'mountain range' in a geographical sense, but is used in a colloquial sense as equivalent to the English 'The Highlands'.

**Mas** = behind ; *Masreku* occurs as the name of a village or district, and is formed of *Mas* and *Reka*, in Slavonic = the river.

**Mathe** = great.

**Maya** = the summit ; *Ndermäina* (the name of a pass) is composed of the word *Nder* = 'between' and the word *Mäina* = the 'summits'.

**Mete** = the winter pasture, a sheltered meadow situated by a water-course, used as a winter pasture for cattle. This term is used in the Zem valley and in the Plava district.

**Mi** = above, as in *Mäya Mibog*, i.e. 'the summit above Boga', *Boga* is the name of the village. In the same way the mountain ranges N. of Scutari are called '*Malziya Mishkoders*', or in shortened form '*Mishkodra*' = above Skodra.

**Nan** = 'below' ; *Nanhelm* = under the Helm, *Helm* being the name of a hill and *Nanhelm* the name of a village situated at its base.

**Nder** = between : as *Nderlyumtza* is composed of *Nder* and '*lyumtza*' = 'the little rivers,' the diminutive of '*lyum*' ; *Nderfandna*, *Nder* and '*Fandna*' = between the Fandi (the two streams of this name).

**Poshter, poshtme** = the lower.

**Proni** = the torrent, mountain stream ; *Proni That* = the dry torrent.

**Pûla** = the forest ; *Pûla Barthalois*, *Pûla Gurzi* = the forest of Barthaloja and of Gurzi.

**Rana** = the sand—*Rana Hyethun* = the sand heaped up by the sea, i.e. dunes. This designation is applied to a stretch of seashore N. of Medua.

**Rafshi (Rapsha)** = the plain, and in mountainous districts = the plateau.

**Rasa** = the slab of stone.

**Shkala** = a steep path, the way up a steep slope ; *Shkala Bushtres* near Puka ; *Shkala Hotit* near Han Grabom on the Zem ; *Shkala Mushks* on the Mali Brins near Lake Shas.

**Shkam** }  
**Shkrepi** } = the rock.

**Siper, siperme**—put after a name = upper.

**Suka** = the hill.

**Ura** = the bridge.

**Varosh** (Slavonic) = town, fortress.

**Vau** = the ford ; *Vau Spashit* = the ford of Spash.

**Viya** = the canal, ditch.

**Vogel** = little.

**Vri** (diminutive, **Vrithi** and **Vrethi**) = the summer pasture.

**Zabel** = a forest of small oaks.

**Zal** = gravel, shingle, and also the dry bed of a torrent, and so **Zali** = the stream.

**Zi** = black.

## 2.

The addition of one of the suffixes '**eti**' and '**ishte**' to the name of a plant or tree is the origin of many village names, e.g. :

**Blinishte** from *Blin* = lime-tree.

**Breneshte** from *Bren* = pine-tree.

**Chereti** from *Cher* = oak-tree.

**Kalmeti** from *Kalm* = reed.

**Kashñeti** from *Kshtëña* = the chestnut-tree.

**Shelcheti** from *Shelch* = pasture.

## 3.

Names of trees are also used as names of villages, e. g. :

**Arña** from *Arñe* = the larch.

**Arra** = the nut-tree.

**Dartha** = the pear-tree.

**Korthpula** = an acacia-like shrub.

**Kulumria** = the thorn or sloe bush.

**Leithiya** = the hazel-nut bush.

**Mola** = the apple-tree.

**Shkoza** = the hornbeam.

## 4.

In the same way names of trees are applied to mountains :

**Chafa Kumuls** from *Kumula* = the plum-tree.

**Chafa Murizes** from *Muriza* = the whitethorn.

**Chafa Shtogut**, from *Shtogu* = the elder-tree.

**Chafa Thans** from *Thana* = the cornel-tree.

## 5.

Many villages bear the name of the family to which the inhabitants belong. This is made from a man's name to which the suffix *ai* has been added to indicate the tribal connexion, thus : *Mardedai*, *Nikai*, *Marknikai*, *Lekai*, *Vukyakai*, *Vuksanai*, *Nreai*, &c.

Mohammedan names are : *Ramhusai* (Ram Husso, i.e. Ramazan Hussein), *Nassuhai*, *Shahinai*, *Seferai*, *Hajiiai*, *Selita*, and *Seltse*.

## 6.

Saints' names are often to be found used as village names, and are still maintained in districts whose inhabitants are now entirely Mohammedan.

**Shen, Shin, She, Sh'** = saint (masculine gender); **Sheinte, Shinte, Shne, She** = saint (feminine gender).

The following saints' names are of frequent occurrence :

**Sh' Lesh**, sometimes found as **Sh' Leshdri** = St. Alexander or St. Alexis.

**Sh' Liu** = St. Elias.

**Sh' Miter** = St. Demeter.

**Sh' Miya** = St. Euphemia.

**Sh' Pietr** = St. Peter.

**Sh' Rok** and from this, **Shirok** = St. Rochus, a village on the Lake of Scutari.

**She Mhil** = St. Michael.

**She Mri** = St. Mary.

**Shelbatr** = St. Salvator.

**Shen Kol** or **Shin Kol** = St. Nicholas.

**Shin Jerj**, or **Sh' Nerj**, or **Sh' Jerj** = St. George.

**Shin Jin** and **Shin Jon** = St. John. Through various pronunciations,

Shin Jin is found as **Sh' Nin** and **Sh' Niña**.

**Shin Petro** = St. Peter.

**Shinavlash**, properly Shin Vlash = St. Blase.

**Shirch** = St. Serge, a corruption of **Sh' Shirj**.

**Shna Noi** = St. Anthony.

**Shpal**, from **Sh' Pal** = St. Paul.

**Shtiefen**, from **Sh' Shtiefen** = St. Stephen.

**Shtoder**, from **Sh' Toder** = St. Theodore.

**Shne Prenna** and **Shinte Prente**; the woman's name Prenna (according to South Albanian pronunciation, Prente) is very common in Albania. The Catholic clergy have identified this saint with Saint Veneranda, but as St. Prenna's day is celebrated on July 26 (St. Anna's day), it is possible that Prenna = Anna.



## ALBANIAN

In the absence of any universally recognized alphabet the Albanian vocabularies have been written phonetically—consonants as in English, vowels as in Italian.

th = *th* as in *think*

th̄ = *th* as in *that*

ē = dull *e* as in *father*

## SERBIAN

| SERBIAN<br>(CYRILLIC). | CROATIAN (LATIN)<br>(as transliterated in Vocabulary). | ENGLISH<br>VALUE.                         |
|------------------------|--|---|
| A a                    | A a  | <i>a</i> (Italian)                        |
| B б                    | B б  | <i>b</i>                                  |
| B в                    | B в  | <i>v</i>                                  |
| Г г                    | Г г  | <i>g</i> (= <i>g</i> in <i>good</i> )     |
| Д д                    | Д д  | <i>d</i>                                  |
| E е                    | E e  | <i>e</i> (Italian)                        |
| Ж ж                    | Ж ж  | <i>zh</i> (= <i>z</i> in <i>azure</i> )   |
| З з                    | З з  | <i>z</i>                                  |
| И и                    | И и  | <i>i</i> (Italian)                        |
| J j                    | J j  | <i>y</i>                                  |
| К к                    | К к  | <i>k</i>                                  |
| Л л                    | Л л  | <i>l</i>                                  |
| Љ љ                    | Љ љ  | <i>ly</i>                                 |
| М м                    | М м  | <i>m</i>                                  |
| Н н                    | Н н  | <i>n</i>                                  |
| Њ њ                    | Њ њ  | <i>ny</i>                                 |
| О о                    | О о  | <i>o</i>                                  |
| П п                    | П п  | <i>p</i>                                  |
| Р р                    | Р р  | <i>r</i>                                  |
| С с                    | С с  | <i>s</i>                                  |
| Т т                    | Т т  | <i>t</i>                                  |
| Ђ ђ                    | Ђ ђ  | approximately <i>t</i> in <i>creature</i> |
| У у                    | У у  | <i>u</i> (Italian)                        |
| Ф ф                    | Ф ф  | <i>f</i>                                  |
| Х х                    | Х х  | ( <i>k</i> ) <i>h</i>                     |
| Ц ц                    | Ц ц  | <i>ts</i>                                 |
| Ч ч                    | Ч ч  | <i>ch</i> (in <i>church</i> )             |
| Џ ѓ                    | Џ ѓ  | <i>j</i> (in <i>jam</i> )                 |
| Ш ш                    | Ш ш  | <i>sh</i>                                 |

In Serbian no accents are written. Accents have, however, been marked in the present Vocabulary in order to indicate the syllables on which stress is to be laid.

# VOCABULARIES

## VOCABULARIES

| <i>English.</i>       | <i>Italian.</i> | <i>Gheg.</i>    | <i>Tosk.</i>   | <i>Chimariot</i><br>( <i>Southern Tosk.</i> ). | <i>Serbian.</i> |
|-----------------------|-----------------|-----------------|----------------|--|-----------------|
| able, to be           | potere          | muite           | mui, muite     | nizoti, yam                                    | móci            |
| I can                 | posso           | mundem          | mundem         | munt   | mogu            |
| about (approximately) | circa           | metahmin        | metahmin       | afere ( <i>or</i> aferon)                      | od prilike      |
| above                 | sopra           | nalt            | persipiper     | sipere   | góre, nad       |
| abroad                | all' estero     | n' íthe t' hui  | gurbet         | zeiníti ( <i>or</i> kurbet)                    | na strani       |
| abuse                 | ingiuriare      | m' shau         | m' shau        | catahris                                       | vred jati,      |
|                       |                 |                 |                |  | psovači         |
| accidentally          | per caso        | pahiri          | pahiri         | paa mosdassour                                 | slúcanjo        |
| accompany             | accompagnare    | me shkoim bashk | shkoim bashk   | sokiëri  | prátiti         |
| I accompany           | accompagnare    | shkoim bashk    | shkoim bashk   | u bëghi sokiëri                                | ja pratim       |
| admiral               | ammiraglio      | admirali        | admiral        | navari   | admirál         |
| Admiralty             | Ammiragliato    | Admiraliti      | Admiraleti     | Navarhi  | Admiralitët     |
| adrift                | alla deriva     | iku             | iku            | liargh   | po vodi, nad    |
|                       |                 |                 |                |  | vodom           |
| aeroplane             | aeroplano       | aeroplan        | aeroplanë      | aeroplanë                                      | letëca mašina   |
| afloat                | a galla         | rii mi uie      | pari sipu uyi  | bi véte  | ploveci         |
| aft                   | poppa           | bishti vaporit  | bishti vaporit | pas  | na krmi         |
| after                 | dopo            | masanei         | pastay         | pastai   | posle           |
| afternoon             | il dopo pranzo  | mas dite        | m' bas ditë    | bë pas ndrëk                                   | pó podne        |
| ahead                 | più avanti      | i pari          | i pari         | pre para                                       | napred          |
| alive                 | vivo            | i' jall         | ij' alë        | ighial   | živ             |
| all                   | tutto           | t' jith         | teterë         | teter t' gidh                                  | sve             |

| English.             | Italian.                 | Gheg.                   | Tosk.             | Chimariot<br>(Southern Tosk). | Serbian.             |
|----------------------|--------------------------|-------------------------|-------------------|-------------------------------|----------------------|
| allowed, to be       | avere il per-<br>messo   | leyen                   | lyen              | epitrëps, epitrë-<br>tete     | dozvoljen            |
| I may                | posso                    | mundem                  | mundem            | më lië                        | možda, ću            |
| ally                 | alleato                  | bes lithun              | bashka rishtë     | leftoimë bask                 | saveznlk             |
| almost               | quasi                    | gadi                    | pothuay           | afer (or aferon)              | gótovo, skoro        |
| alone                | solo                     | vetem                   | vetem             | veteme                        | sam                  |
| alongside            | lungo la sponda          | per bri                 | shkoin bashk      | banë                          | ukraj, pokraj, uz    |
| already              | già                      | t' jith hazer           | t' jith hazer     | nassin                        | veë                  |
| although             | sebbene                  | t' jith nuka, jian      | t' jith nuka, jën | de pse                        | ma da, premda        |
| altogether           | in tutto                 | t' jith bashk           | jeith bashkë      | ghidhe basser                 | sasvëm               |
| always               | sempre                   | t' jith here            | jithe here        | koor do                       | úvek                 |
| ammunition           | munizione                | füsheket, jebe-<br>hane | füsheket          | polemofodhë (or<br>tzebehanë) | municija             |
| ammunition-<br>wagon | vagoni di muni-<br>zione | kerë i füsheket         | i füsheket        | karo prë pole-<br>mofodhë     | vagon za<br>municiju |
| anchor               | gittar' ancora           | spirans                 | spirans           | ekuri                         | anker, kotva         |
| and                  | e, ed                    | ethe                    | ethe              | edë                           | i                    |
| angry                | irato                    | itsembruvar, ilnëm      | itsembruvar       | pesmósurë                     | srdit, ljut          |
| ankle                | collo del piede          | nuni                    | nuni              | niëth                         | članak, zgļavak      |
| answer               | rispondere               | jevap, t' jejun         | jevap             | jevap                         | odgovóriti           |
| anvil                | incudine                 | kull                    | kullen-na         | amoni (or amon)               | nakovanj             |
| anywhere             | dovunque                 | kudo                    | kudo              | beghidh ann                   | i gde bilo, ma gde   |
| appoint              | ordinare                 | m' emnuë                | me emnuë          | dhoris                        | postaviti            |
| approach             | avvicinarsi              | tui afruë               | tui afruë         | kiasem'                       | približiti se        |
| April                | Aprile                   | Prilli                  | Prilli            | Prili                         | April                |
| Arab                 | Arabo                    | Arap                    | Araphtë           | Arap                          | Arap                 |

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|-----------------|---------------------------------|--------------------|--------------------|---|--------------------------------|
| Arabia          | Arabia                          | Arabia             | Arabia             | Arapia  | Arapska                        |
| arm             | braccio                         | krahi              | krahi              | dorë  | mišica, rúka                   |
| armed           | armato                          | i armatessun       | i armatossun       | armatósurë                                    | naoružan                       |
| armour          | armatura                        | tveshunit n' hekur | tveshunit n' hekur | thorakosure më                                | oklop                          |
| arms            | armi                            | sülach, arm        | pushk              | ghiox   | óružje                         |
| army            | esercito                        | ushtrii            | ushtrii            | armatë  | armija, vojjska                |
| arrange for     | porre in ordine<br>(accomodare) | uidis, vendue      | uidissi            | stratoi                                       | uréditi, udesiti               |
| arrest          | arrestare                       | me dzan            | entsura            | evë apsan                                     | uápsiti                        |
| arrive          | arrivare                        | mrini              | mrinë              | ariyii  | stíci                          |
| artillery       | artiglieria                     | toplar             | toplar             | pyrovoliko (or<br>topë)                       | artiljerija                    |
| ashes           | ceneri                          | hii                | hii                | hiu   | pepeo                          |
| ashore          | a terra                         | mitok              | n' tok             | dë sterë                                      | na zemlji, na<br>suvu, na kraj |
| ask             | chiedere,<br>domandare          | pvet               | püet               | peyës   | pítati                         |
| I ask           | domando                         | m' pvet            | une pvet           | peyës   | ja pitam                       |
| thou askest     | domandi                         | ti pvet            | ata pvetin         | ti piyët                                      | ti pitaš                       |
| he asks         | domanda                         | ai pvetë           | ti pveti           | ai piyët                                      | on pita                        |
| we ask          | domandiamo                      | na pvesim          | na pvesim          | peyemesë                                      | mi pitamo                      |
| you ask         | domandate                       | yu pvet            | yu pvet            | yu piyëni                                     | vi pitate                      |
| they ask        | domandano                       | ata pvesin         | ata pvesin         | ata piyësenë                                  | oni pitaju                     |
| I shall ask     | domandero                       | une pves           | une pves           | ndo të piyës'                                 | ja ću-pitaću                   |
| I asked         | domandai                        | une pvet           | une pvet           | piyëta  | ja pitao sam                   |

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|-----------------------|------------------|---------------------|---------------------------|---|-----------------|
| ass                   | asino            | gomari              | comari                    | gomar   | magare          |
| astern                | a poppa          | shkoim n' kich      | shkoim n' kich            | gaa prymi                                     | na zadnjem delu |
| at                    | a, ad            | t'                  | ne                        | dè  | broda           |
| at least              | al meno          | mat paktën          | menefunt                  | bè epaka                                      | u, kod          |
| at most               | al più           | mat shumen          | metsshumet                | bete soum                                     | bar             |
| at once               | subito           | mat shpeit          | me shpeit                 | spéik soum, ndj                               | najviše         |
| attack ( <i>sb.</i> ) | assalto          | u kapun, yürüş      | u kapun                   | i tçou  | ódmah           |
| attack ( <i>vb.</i> ) | attaccare        | me msü              | me msüë                   | yurus   | napad           |
| August                | Agosto           | Gushti              | Gushtë                    | yurush  | napasti, napad- |
| Austria               | Austria          | Austriya, Nemtsie   | Austria                   | Gusti   | nuti            |
| Austrian              | Austriaco        | Austriyak, Nemtseli | Austriak                  | Afstri  | Ávgust          |
| autumn                | autunno          | vieshta             | vieshtë                   | Afstriako                                     | Austriánac      |
| axe (for cutting)     | scure            |                     |                           | hinoporo ( <i>or</i> .                        | jésen           |
| axle                  | sala             | spata               | spata                     | gustévvyiestë)                                | sekira          |
| bad                   | cattivo          | bosh                | pragi                     | tsekurë                                       | osovina         |
| baggage               | bagaglio         | kech                | kechë                     | xoni ( <i>or</i> axoni)                       | fdjav           |
| bake                  | cuocere al forno | hebet, plachkat     | duchit ( <i>or</i> hebet) | ikéli   | prtljag         |
| bale (a boat)         | vuotare          | piek                | piekur                    | platskatë                                     | peçi            |
| bandage               | benda            | shpikë              | shpikë                    | piëk  | izbaciti vodu   |
| bank (of river)       | sponda           | petsa               | petsa                     | balla   | zavaj           |
| barley                | orzo             | bregu i uiet        | nana uiet                 | telidhurë                                     | óbala           |
|                       |                  | elb                 | elb-i                     | anna  | jécam           |

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|-------------------|-------------------------|-------------------|------------------|---|-----------------|
| barracks          | caserma                 | kishlahe          | kershllayet      | stratonë (or<br>kazarmë)                      | kasarna         |
| barrel (of a gun) | canna                   | namliia           | nomli            | kanuli  | cev od puške    |
| barricade         | barricata               | prita             | meshele          | gardhi  | barikada        |
| basket            | paniere                 | shporta           | shporta          | tsportë                                       | korpa           |
| bathe             | bagnare                 | hammam            | hammam           |   | kupati          |
| battalion         | battaglione             | tobore            | tobore           | nië tagmë                                     | bataljon        |
| battery           | batteria                | ushtri i topavet  | askeri e tovavet | pyrovolarhi                                   | baterija        |
| battle            | battaglia               | luft              | luft             | luft  | borba, boj      |
| battleship        | nave da guerra          | ani luftare       | vapor i luftes   | vapuar iliuftese                              | ratni brod      |
| bay               | baia                    | liman             | liman            | korfo (or skalë)                              | zaliv           |
| bayonet           | baionetta               | sinji             | sinjiya          | bayoneta                                      | bajonet         |
| beach             | spiaggia                | h' anna e dëtitit | tsal             | anna edëetit                                  | obala           |
| beacon            | faro                    | feneri detit      | feneri detit     | fanar   | morski fenjer   |
| beans             | fave                    | grosh             | fasulë           | bathe   | bob             |
| beard             | barba                   | mieker            | miekra           | miëkr   | brada           |
| beat              | battere                 | me reh            | me rrahe         | kiëlohi                                       | tuçi            |
| beautiful         | bello                   | i bukur, i hishum | i bukur          | i bukurë                                      | lep             |
| because           | perchè                  | p' se             | ptisë            | sepsë   | zbog-toga-što   |
| bed               | letto                   | dushëk, strat     | krevati          | strat   | krévet          |
| bedroom           | camera da letto         | oda e t'fëtunit   | oda e krevatit   | kanari istratit                               | spavaća soba    |
| beef              | manzo                   | mish i lopës      | mishloppë        | mish të kaut                                  | govedjina       |
| beer              | birra                   | birr              | birra            | birra   | pivo            |
| before (time)     | avanti-prima            | përpara           | përpara          |   | pre             |
| before (place)    | in presenza,<br>davanti | përpara venit     | përparu venit    | be prapare                                    | pred, ispred    |

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|-----------------|------------------|------------------------|------------------------|---|-----------------|
| begin           | cominciare       | me niss                | me niss                | zura (or niza)                                | póčeti          |
| behind          | dietro           | per mrapa              | prapa                  | ga prapa                                      | pozádi          |
| believe         | credere          | me bessu               | me bessu               |   | vérovati        |
| below           | sotto            | për posht, te posht    | perpochë               | prepos  | dole            |
| bend (oneself)  | piegarsi         | mu perkue              | mu'ul                  | estrëbërova                                   | saviti se       |
| berth           | cuccetta         | dusheku n'vaporit      | dusheku n'vapor        |   | postelja        |
| besiege         | assediare        | me rethue              | zaptuë                 | poliorksis'                                   | opsesti         |
| betray          | tradire          | me trathtue            | me trathtue            | prodhos                                       | izláti          |
| better, best    | miglio, migliore | fort imir, maminë      | memirë                 | be mir, shum i mir                            | bólji, nájbolji |
| between         | fra, tra         | per miedis             | nemess                 | nierà   | iz médju        |
| beyond          | di là, oltre     | andei                  | andei                  | pertéye                                       | pozádi          |
| big             | grande           | i math                 | i math                 | imath   | vélíki          |
| bigger, biggest | più grande       | ma i math, fort i math | ma i math, fort e math | shum-i-madh                                   | vécí, nájvecí   |
| bill            | conto            | esapi                  | esapi                  | esapi   | račun           |
| billet          | alloggio         | mei da ustart          | pustulla               | ithexem dé                                    | prenocište      |
| bird            | uccello          | zogu                   | zogu                   | shtipi më paa-i                               | ptica           |
| bit             | morso            | jemi kalit             | jemi kalit             | zog   | uzda            |
| bit (piece)     | pezzo            | tsop                   | tsopë                  | grimë   | komad, parçe    |
| bitter          | amaro            | i' ilth                | ilth, t                | eidurë  | gorak, j. gorka |
| black           | nero             | zii                    | zii                    | ezez, izi                                     | crn             |
| blacksmith      | fabbro           | kovach                 | kovach                 | evghiti                                       | kováč           |
| blame           | inculpare        | fatur                  | e shame-ia             | fayi  | bediti, kriviti |
| blanket         | coltre           | velendza               | yourghan               | velendza                                      | čengá, čebe     |
| bleed           | sanguinare       | jakuar                 | jakuar                 | ighiakuar                                     | pustiti krv     |



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|-----------------|-----------------|--------------------|----------------|-------------------------------|------------------|
| blind           | cieco           | verbet             | verbet         | iverberë                      | slep             |
| blockade        | blocco          | mshel              | kaplue mshel   | apoklismo                     | blokada          |
| blood           | sangue          | jak                | jak            | gñiak                         | krv              |
| blow (sb.)      | colpo           | trame              | t'-rrahun      | katsup                        | udar, udarac     |
| blow (vb.)      | soffiare        | me frü             | me frii        | të kiluar                     | duvati           |
| blue            | azzurro         | mavii              | mavii          | e lëshikturë                  | plav             |
| blunt           | spuntato        | pa prehun          | pa prehur      | pa trofür                     | tupo             |
| boat            | battello, barca | funra              | funder-a       | varka (or feluka)             | ládja, brod      |
| body            | corpo           | trup               | truppi         | kufom                         | telo             |
| boil (trans.)   | bollire         | me vluë            | me vluë        | kokia                         | grejati          |
| boil (intrans.) | cuocere         | me zii             | me zii         | zuayi                         | ključati         |
| boiled rice     | riso cotto      | oris t' zim, pilaf | orizierë       | ris teziere                   | pilav            |
| boiler (ship)   | caldaja         | kazani vaporit     | kazani vaporit | kazan                         | kotao, kazan     |
| bomb            | bombe           | bume               | bome           |                               |                  |
| bone            | osso            | asht               | kost           | kokalë                        | kost             |
| book            | libro           | libri              | libri          | karterat                      | knjiga           |
| boot            | stivale         | kputs              | kepussa        | keputsa                       | čizme            |
| boot-lace       | laccio          | lihts e kputses    | lihtsa e kputs | ghalmi ikeput-<br>sese        | gájtan za cipele |
| both            | tutti e due     | te dii             | te dii         | të di bask                    | oba, obadva      |
| bottle          | bottiglia       | shishë             | shushë         | butilie                       | fláša            |
| bottom          | fondo           | funi               | fünd           | nénebetee, fundi              | dno              |
| bow             | prua            | krut e vaporit     | krüt e vaporit | pliori                        | kljun            |
| bowels          | intestinali     | barku              | barku          | zorë                          | creva            |
| box             | scatola         | kutii              | kuttia         | senduki                       | kutija           |
| boy             | ragazzo         | diali              | dialë          | dialë                         | mómče, dečko     |
| brackish        | salata          | wie gnelm          | rani i uyit    | nihik i kripurë               | ustojen          |

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|------------------|----------------------------|--------------------|------------------|-------------------------------|--------------------|
| brave            | coraggioso                 | trim               | trim             | burë, trim, i yoti            | hrabar             |
| brazier          | braciare                   | tangari            | tangare          | buhari                        | žar                |
| bread            | pane                       | bukë               | buka             | buk                           | hleb               |
| break            | rompere                    | thüe               | ethure           | fiëhi (or tsaahi)             | slómiti            |
| breakfast        | colazione                  | nadie me hangar    | kulatso          | kulatso                       | dóručak            |
| breech (of gun)  | culatta del fucile         | charku i pushkes   | ku mushet topi   | ghemistare                    | zadni deo topa,    |
| breeze           | venticello                 | err, karayel       | fladim           | fresco                        | zatvarač           |
| brick            | mattone                    | tulla              | cierpie          |                               | hladan vetar       |
| brick (unburnt)  |                            | tulla t'pa dieguna | cierpie          | tuvlo (tépapié<br>kurë)       | pecena cigla       |
| bridge           | ponte                      | ura                | ura              | urë                           | most, cúprija      |
| bridge (of ship) | ponte d'una nave           | ura n'miedis       | ura n'miedis     | urë vaporit                   | most, cúprija      |
| bridle (sb.)     | briglia                    | vaporit            | vaporit          | kapistr                       | broda              |
| bridle (vb.)     | imbrigliare                | freni              | freni            | kapistra                      | uzda, digzin       |
| brigade          | brigata                    | mevavue frenin     | me vachit frenin | tagmë                         | zauzdati           |
| bright           | lucente                    | bülük              | bülük            | sveldo, zoiro                 | četa               |
| bring            | portare                    | dritshme           | dritshmë         | bië                           | svjetao f. svjetla |
| broad            | largo                      | me pru             | me pruu          | ighiere                       | donëti             |
| broadside        | il fianco d'un<br>vascello | jann               | ejerë            | paithete të                   | širok              |
| broken           | spezzato                   | per brii           | per brii-ya      | karavitë                      | sa strane          |
| brother          | fratello                   | thue               | ethüre           | etsaare (or efërë)            | rázbiyen, slomljen |
| brown            | bruno                      | vlla               | velay            | ivlau                         | brat               |
| brush            | spazzola                   | boi-kafe           | ererdhë          | imurme                        | crnománjast        |
| bucket           | secchia                    | brush              | vurtra           | vurts                         | četka              |
|                  |                            | kova               | kove-a           | kuvaa                         | kofa               |

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|--------------------------|-----------------|------------------|------------------|---|--------------------|
| buffalo (male)           | buffalo         | bulli            | bualli           | vouval  | bivo               |
| buffalo (female)         | buffalo         | bullitsa         | buallize         | vouval  | bivolica           |
| bug                      | cimice          | chimra           | pleshatat        | corëza  | stenica            |
| bugle                    | corneta         | burii            | buria            | salpinga                                      | truba              |
| build                    | fabbricare      | me marue         | me ngrehe        | ftis  | gráđiti, zidati    |
| bullet                   | toro            | kau              | kau              | kau   | bik                |
| bullock                  | palla           | plum             | plumbi           | plumbi  | kuršum, tane       |
| buoy                     | bue             | ka               | ka               | vits  | vo                 |
|                          | salvagenti      | nir pshtuse      | düreki miedis    | simadhur                                      | plovak             |
| bureau-de-<br>change     | cambia valute   | dugaya e sarafit | ue't per vapor   | sarafiko                                      | ménjačnica         |
| burn ( <i>trans.</i> )   | bruciare        | me dieg          | me diegur        | diëk  | spáľiti, izgoreti  |
| burn ( <i>intrans.</i> ) | bruciarsi       | mu dieg          | mu diegur        | buliohi dedhee                                | izgóreti se        |
| bury                     | seppellire      | shti n'the       | me vorrue        | dega  | ukópati, sahraniti |
| bush                     | cespuglio       | duga, kachuba    | ijetinë          |   | dgbun              |
| busy                     | occupato        | shum pun         | punë shumë       |   | zaposlen           |
| but                      | ma              | ethe             | ethe             | po  | ali                |
| butter                   | burro           | ghialpë, têtün   | jialpa           | ghialpë                                       | buter              |
| button                   | bottone         | sumull           | sumulla          | kumbii  | puce, dugme        |
| buy                      | comprare        | me blë           | blii             | blëehi  | kúpiti             |
| by (near)                | presso          | bashk            | bashk            | gaa   | pokraj, blizu      |
| cabin                    | cabina          | oda vaporit      | oda vaporit      | cabina, kamari                                | kapina             |
| cable                    | gomena corda    | telegraf ne uie  | telegraf nen uie | teli kalodhio                                 | kabao, kabl        |
| cake                     | pasta dolce     | buke amel        | kaikë            | emblem sir                                    | kolač              |
| calf                     | vitello         | vichi            | vichi            | vits isisese                                  | téle               |
| call                     | chiamare        | thir             | theress          | ifias   | zvátì              |

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|-----------------------------|-----------------------------------|------------------|-------------------|---|-------------------------|
| call (cry out)              | gridare                           | me bertit        | me bertit         |   | vikati, zapo-<br>magati |
| calm (sb.)                  | calmo                             | uie rahatshem    | uie rahatsheme    | iourte                                      | tišina                  |
| calm (vb.)                  | calmare                           | me rahatue       | me rahatue        | kalmë                                       | utišati                 |
| camel                       | cammello                          | deve             | gamile            | kamilla                                     | kamila                  |
| camel driver                | colui che guida<br>il cammello    | deveji           | deveji            | agoyat' i kami-<br>lēšë                     |                         |
| camel (riding)              | andare a cavallo<br>a un cammello | deve             | gamile            | kamilla kié gar<br>konetë                   | jahaća kamila           |
| camp                        | campo                             | chiadra ushtarsh | chiadra aschierit | stratopedho                                 | tabor                   |
| can                         | potere                            | me mufte         |                   |   | moći                    |
| I can                       | posso                             | une mui          | une mui           | u munt                                      | mógu                    |
| thou canst                  | tu puoi                           | ti mundesh       | ati munen         | ti munt                                     | móžëš                   |
| he can                      | egli può                          | ai mundet        | ai munet          | ai munt                                     | móže                    |
| we can                      | possiamo                          | na mundenä       | na munem          | munde mē                                    | móžemo                  |
| you can                     | potete                            | yu mundeni       | yu muni           | yu mundi                                    | móžete                  |
| they can                    | possono                           | ata munden       | ata munene        | ata mundenë                                 | mógu                    |
| I cannot                    | io non posso                      | une nuk mui      | nuk mui           | nukë mund'                                  | ne mógu                 |
| can you?                    | potete?                           | a mundesh?       | a munish?         | munt?                                       | móžeti li?              |
| canst thou?                 | puoi?                             |                  | ata munen?        | mundë ti?                                   | móžes li?               |
| canal                       | canale                            | ulluk            | grüka uiet        | kiunghië imath                              | kanal                   |
| canal (large<br>irrigation) | canale d' irri-<br>gazione        | ulluku i math    | grüka i math      |   | kanal                   |
| canal (small<br>irrigation) | canaletto d' irri-<br>gazione     | ulluku i vogel   | grüka i vogel     | kiunghië evoghië                            | kanal                   |
| candle                      | candela                           | chiri            | chiri             | liambad                                     | sveća                   |
| canoe                       | barchetta                         | lundra e vogel   | lunder e votser   | feluka falenis                              | čamac                   |

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|----------------------|-----------------|-------------------------------|-------------------------------|---|-----------------|
| canter               | piccolo galoppo | trok                          | vraap-i                       | vëtë bëtë katr                                | mali galop      |
| canvas               | canavaccio      | beze                          | kanavats                      | plehurë etras                                 | debelo platno   |
| cap                  | berretta        | kapuch                        | ksul                          | kesulia                                       | kapa            |
| cape (point of land) | cape            | nitsop tok ne choshe te detit | tok ne choshe t' detit        | kavo  | řt              |
| capstan              | argano          | chekerku                      | chekerku (a drum for lifting) | makara  | motavilo        |
| captain (of ship)    | capitano        | kapidani vaporit              | kapidani vaporit              | karavokyr                                     | kapetan broda   |
| captain (military)   | capitano        | kapidani ushtiris             | kapidani aschierit            | kapetan                                       | kapetan         |
| captive              | prigioniero     | haps sur                      | onzon haps                    | sklavo  | zarobljenik     |
| capture (men)        | far prigioniero | ezuna                         | entsuna                       | zë sklav'                                     | zarobiti        |
| capture (place)      | catturare       | ezuna venin                   | entsuna venin                 | zapotova                                      | zauzeti         |
| caravan              | carevana        | karvanit                      | kurajit                       | karvan  | karavan         |
| careful              | prudente        | kuideseshum                   | kuideseshum                   | mement bara                                   | pažljiv         |
| cargo                | carico          | barr                          | barte                         | marango                                       | tovar           |
| carpenter            | falegname       | drasajii                      | degromaji                     | bië   | stolar          |
| carpet               | tappeto         | halli                         | chülüm                        | arabo caro                                    | čilim, tepih    |
| carry                | portare         | me barte                      | me barte                      | kerr  | nösiti          |
| cart                 | carro           | kerr                          | kerr                          | fyskepu                                       | kóla            |
| cartridge            | cartuccia       | füşhek                        | füşhek                        | uthë ë carovë                                 | kuršum, metak   |
| cart-track           | via             | via rotes                     | via rotes                     | kalià   | put za kóla     |
| castle               | castello        | kulla                         | kulla                         | matsei  | grad, kula      |
| cat                  | gatto           | mitsa                         | matse                         | ezu   | mačka           |
| catch                | acchiappare     | kape                          | zere                          | cafsete                                       | uhvãtiti        |
| cattle               | bestiame        | bakhtit                       | bakhtit                       |   | stóka, blago    |

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|-----------------------|--------------------|---------------|----------------------|---|-------------------------|
| cavalry               | cavalleria         | suari         | aschieri kulvet      | kavalari                                      | konjica                 |
| cave                  | grotta             | shpall        | shpelle-a            | spela   | pečina                  |
| cellar                | cantina            | aher          | killan               | katoki  | pódrum                  |
| cement                | cemento            | chiment       | chement-i            | tsimento                                      | cement                  |
| centre                | centro             | miedis        | miedis-i             | messi   | sredina, centar         |
| certainly             | certo              | sagllam       | kuitoi               | ashtu   | dabóme                  |
| chair                 | sedia              | karigh        | karighla             | karéklë                                       | stólica                 |
| chain                 | catena             | sinjir        | tsinjiri             | kadhéna                                       | lánac                   |
| channel               | canale             | grük          | grüka buns           | kanalë  | kanal                   |
| chart                 | carta da navi-gare | kartë e detit | karte-a jyeo-grafike | kart  | morska geografska karta |
| cheap                 | a buon mercato     | lir           | lire                 | illire  | jeftin                  |
| cheek                 | guancia            | fatsia        | fachia               | faketë  | obraz                   |
| cheerful              | vivace allegro     | i geszum      | i gesushumë          | i ghezouar                                    | véseo, f. vesela        |
| cheese                | cacio              | diathe        | diathe               | diath   | sir                     |
| chicken               | pollo              | pula          | pulla                | zog   | pile                    |
| chief                 | capo               | kapidani      | kapidani             | capetan                                       | šef                     |
| children              | ragazzi            | femiet        | femiet               | diëltë  | dëca                    |
| chin                  | mento              | mieker        | miekerr              | miëkr   | podbradak               |
| chisel                | cesello            | dalt          | dalte                | smilärë                                       | dhtë                    |
| choose                | scegliere          | me sgiath     | me stiedhe           | ghith   | izabrati                |
| Christmas             | Natale             | Kshnellat     | Keshndella           | Karsendele                                    | Božić                   |
| church                | chiesa             | kisha         | kisha                | kisha   | crkva                   |
| circle                | circolo            | rath          | reth                 | kyklo   | krug                    |
| circle ( <i>vb.</i> ) | circondare         | me rathqe     | me reth              | kyklo   | kružiti                 |
| clan                  | tribù              | kushrim       | kushrini             | soi   | pleme                   |

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|-----------------------|-----------------|----------------|--------------|--|-------------------|
| clean ( <i>adj.</i> ) | pulito          | pastuar, dliɾt | i pastuar    | pastruar                                       | čist              |
| clean ( <i>vb.</i> )  | pulire          | me shii, dliɾ  | me f'shi     | i pastruarë                                    | očistiti          |
| clear                 | limpido         | i kullum       | ik fill      | i hapur  | providan, bistar  |
| cliff                 | rupe            | breg           | shkolee      | skempë   | stena             |
| clock                 | orologio        | sahat          | sahati       | sahati   | sat               |
| close                 | chiudere        | mülthde        | mshel        | afere  | zatvóriti         |
| cloud                 | nuvola          | reia           | rela         | rea-cloud                                      | óblak             |
| coal                  | carbon fossile  | ·chiümür       | gümür        | theghil  | úgljen, ugalj     |
| coast                 | costa           | bregu i dedit  | reth dedit   | anna déetit                                    | obala             |
| coffee                | café            | kafé           | cafea        | café   | kafa              |
| cold ( <i>sb.</i> )   | freddo          | ftofët         | ftote        | teftööot                                       | hladnoća          |
| cold ( <i>adj.</i> )  | freddo          | i ftofët       | i ftote      | teftoat  | hladan, f. hladna |
| collar                | colletto        | koll           | collar       | koll   | kragna            |
| collect               | riunire         | mlithi         | mlithi       | belëth   | sakupiti          |
| collision             | scontro         | te hasun       | t' raam-it   | utrakar  | sudar             |
| colonel               | colonnello      | bimbash        | ndesh        | syndag matarhi                                 | pukovnik          |
| colour                | colore          | boi            | bimbash      | boja   | boja, farba       |
| colours (flags)       | bandiera        | flamur         | boina        | boyatë bandiëra                                | zastava, barjak   |
| colt                  | puledro         | maz            | merze        | kaal ivoghle                                   | ždrebe            |
| come                  | venire          | eia            | aide         | vihi   | dóci, doláziti    |
| comfortable           | comodo          | rahatshum      | rahatshem    | anapafsure                                     | ugodan            |
| command (to demand)   | comandare       | urthnon        | urthnon      | urdherë  | komanda           |
| commander             | comandante      | kapidani       | kapitan      | navarh   | komandant         |
| commerce              | commercio       | trektar        | trektar      | prnati   | trgovina          |

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|-----------------|-----------------|---------------|---------------|---|-------------------------|
| commission      | destinato       | komision      | komision      | promithi                                    | komision                |
| commodore       | comodoro        | komandari     | komandari     | navarh                                      | nad-komandant           |
| communication   | comunicazione   | t' marnavesht | t' miremvesht | synghinoni                                  | saopštenje              |
| companion       | compagno        | shoku         | shoku         | shoku                                       | kompanjon, drug         |
| company         | compagnia       | shoknia       | shokeria      | shoketë                                     | drushtvo, kom-<br>panja |
| compass         | compasso        | busula        | busula        | busula                                      | kompas                  |
| N.              | nord            | northt        | northt        | murë murëri                                 | séver                   |
| NE.             | nordest         | northt ist    | northt ist    | gaa murëri ë gaa<br>del dieli               | sévero-istok            |
| E.              | oriente         | tlemit        | ist           | gaa de dieli                                | istok                   |
| SE.             | sudest          | southt ist    | southt ist    | ostri ë gaa de<br>dieli                     | jugo-istok              |
| S.              | sud             | southt        | southt        | notia                                       | jug                     |
| SW.             | sud ovest       | southt vest   | southt vest   | notia ë gaa hin<br>dieli                    | jugo-západ              |
| W.              | occidente       | premit        | vest          | gaa hin dieli                               | zapad                   |
| NW.             | nordovest       | north vest    | northt vest   | gaa murëri ë gaa<br>hin dieli               | sévero-západ            |
| complain        | lagnarsi        | me ankue      | me ankue      | paraponëpsen                                | žaliti se, tužiti se    |
| condition       | stato           | aken, jindia  | aken          | thesi                                       | stanje                  |
| (state)         |                 |               |               |   |                         |
| condition       | condizione      | shart         | shart         | shart                                       | uslov                   |
| (stipulation)   |                 |               |               |   |                         |
| confess         | confessare      | rufue         | me rrufie     | xenologhisën                                | ispovedati              |
| Constantinople  | Costantinopoli  | Stamoll       | Stamoll       | Stambol                                     | Carigrad                |
| content         | piacere         | i kenachur    | i kenachur    | kutendouar                                  | zádovoljan              |



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|---------------------|-------------------------|-----------------------------|-------------------------|---|--------------------|
| contraband          | di contrabbando         | kundrabanda                 | kachiaiek               | contrabadho                                   | krijumčarenje      |
| convenient          | comodo                  | i oeturshe, pel-<br>chüshum | i detürshe e            | vien bare                                     | zgódan             |
| convoy              | convoglio               | meshikue ushtrin            | me chiu ushtrin         | synodhi                                       | povorka            |
| cook                | cuoco                   | akshi                       | akshi                   | maghirë                                       | kuvar              |
| cool                | fresco                  | fresko                      | fresk-u                 | drosserouar                                   | hladan             |
| copy                | copia                   | koppiu                      | koppuar                 | kopia   | kopija             |
| cord                | corda                   | konop                       | konop-i                 | litaria                                       | kánap              |
| cork ( <i>vb.</i> ) | sughero                 | shtup                       | dru-ni-let = cork       | felo  | čep, zapušáč       |
| corn                | grano                   | kalomots                    | kalomots                | gruure  | žito               |
| corporal            | caporale                | ombash                      | ombash                  | dhekanë                                       | podnarednik        |
| cotton              | cotone                  | pamuk                       | pambuko                 | pumbak  | pámuk              |
| country             | campagna                | katunde                     | katunde                 | breteri                                       | unutrašnjost       |
| courageous          | valeroso                | trim                        | tsember                 | trim  | kuražan            |
| course              | corso                   | rugentone                   | t' ngaam it             | armenis                                       | pravac             |
| court martial       | tribunale mili-<br>tare | huchümati ushtris           | hüchümati ush-<br>trish | stratodhiki                                   | ratni sud          |
| cover               | coprire                 | kapak                       | mloie-a kapaki          | buliohi                                       | pókriti            |
| cover, take         | nascondersi             | m'shehu                     | ner mloiea              | buliohi, mar'                                 | zakloniti se       |
| cow                 | vacca                   | lopa                        | loppa                   | liopa   | kráva              |
| cowardly            | vigliacco               | tutet                       | tutet                   | trebas  | kukavički          |
| creek               | insenatura              | prue                        | jokes                   | liman   | jaruga             |
| crew                | equipaggio              | marnart e vaporit           | punturt e vaporit       | papordji                                      | posluga ladje      |
| crooked             | storto                  | shtramt                     | i shtremtur             | strembere                                     | kriv               |
| crops               | racolto                 | berechetna                  | mledtheia               | dritheia                                      | beričet            |
| crowd               | folla                   | kallablek                   | kallablek-u             | duniaia                                       | ruja               |
| cruel               | crudele                 | i pa shpirt                 | ieger                   | isserte                                       | nemilostiv, svirep |

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|--------------------------|-----------------|--------------------|-------------------|---|----------------------|
| cruise                   | crociata        |                    |                   | armenis                                       | krstariti            |
| cruiser                  | incrociatore    | ani luftet         | vapori luftës     | katadromiko                                   | krstarica            |
| cultivation<br>(harvest) | coltivazione    | punuem             | t' vielnat        | kallierghi                                    | proizvod, zasada     |
| cup                      | tazza           | kuppe              | kuppe             | fidjian                                       | šolja                |
| current                  | corrente        | riel               | tallats           | viyia   | struja               |
| custom-house             | dogana          | dogonna, giümruk   | spiya jümrukut    | teloni yumruk                                 | carinárnica          |
| daily                    | ogni giorno     | perdit             | perdit            | dit bedit                                     | svaki dan,<br>dnevno |
| dam                      | chiusa          | m'pen              | seni me nal uie   | dam   | šteta                |
| damage                   | scapito         | zaroar, cheder     | cheder            | zarari  | vлага                |
| damp                     | umidità         | i lakshim          | i laget           | illiagur                                      | opasan               |
| dangerous                | pericoloso      | i rezikshem        | i rrezikshem      | frik  | táman, mračan        |
| dark                     | oscuro          | terr               | terr              | imurm   | kói, čerka           |
| daughter                 | figlia          | vaiza              | chiuppa           | vaiza   | dan                  |
| day                      | giorno          | dita               | dite              | ndita   | mrtav                |
| dead                     | morto           | dek                | i dekur           | idekur  | gluv                 |
| deaf                     | sordo           | shurthan           | ishurdhe          | issurdere                                     | mio f. mila, drag    |
| dear                     | caro            | i dashtun          | i dashur          | idasseruare                                   | skúpo                |
| dear (price)             | morte           | v' dekyá           | shtreite          | istreinte                                     | smrt                 |
| death                    | caro            | me rreité, trathue | v' dekyá          | dekéya  | preváriti            |
| deceive                  | deludere        | Theutori           | me rreite         | skel  | Decémbar             |
| December                 | Dicembre        | toka t' vaporit    | Dhetuer           | Senendréu                                     | krov, dek            |
| deck                     | ponte           | ikthel             | kerevit i vaporit | katastroma                                    | dúbok                |
| deep                     | profondo        | kaprolli           | ifele             | ithel   | jélen                |
| deer                     | cervo           | chinron            | caprul            | zorkadi                                       | brániti              |
| defend                   | difendere       |                    | me dale zote      | yperaspis'                                    |                      |

| English.                    | Italian.                 | Gheg.             | Tosk.            | Chimariot<br>(Southern Tosk). | Serbian.                   |
|-----------------------------|--------------------------|-------------------|------------------|-------------------------------|----------------------------|
| dense                       | denso                    | puill             | puill            | pixur                         | čest, gust                 |
| describe                    | descrivere               | kaltson           | me preishkrue    | perigraps'                    | opisati                    |
| desert (s.)                 | deserto                  | shkretii          | shkretii         | lipotaktisi                   | pustinja                   |
| desert (v.)                 | abandonare               | m'iku             | iku              | lipotaktis                    | napustiti                  |
| deserter                    | disertore                | ushtar i ikun     | aschieri i ikun  | lipotakti                     | begunac                    |
| despatch                    | spedire                  | nis               | haberchi         |                               | isposlati                  |
| destroy                     | distruggere              | me renue          | uchiart = broken | katastrëps, epris             | razrušiti, uništiti        |
| diarrhoea                   | diarrea                  | m'shon barkiu     | spire            | diarria                       | proliv                     |
| die                         | morire                   | dek               | dek              | dës (or dékeyia)              | umreti                     |
| difficult                   | difficile                | zahmet, zor       | tsametsme        | nouk-ist-ibar                 | téško                      |
| dig                         | scavare                  | me min            | me grapue        | mi skaps                      | kópati                     |
| dinner                      | pranzo                   | dreka             | dreka            | dreka                         | rúčak                      |
| dirty                       | sporco                   | nüt               | indotur          | coutroubouar                  | přijav                     |
| disappear                   | sparire                  | lupi              | m' u shduke      | hiumbas                       | nestati                    |
| discover                    | scoprire                 | sblue             | asht jetur       | ghiehi ighiets                | pronaći                    |
| disease (tuber-<br>culosis) | malattia,<br>tuberculosa | lengat, kulufiska | derj             | sëmunda                       | zaraza                     |
| dishonest                   | disonesto                | e pabes           | ipadrete         | paa der                       | népošten                   |
| disobedient                 | disubbidiente            | i pa nigiuslum    | ipadejyuar       | nouk dighion                  | népokoran, ne-<br>poslušan |
| district                    | distretto                | mahal             | inahal           | kaza, dhiamér-<br>isma        | srez                       |
| diver                       | palombaro                | zhiüt             | zhiüt            | vutiktiiu                     | gnjurac                    |
| divide                      | dividere                 | me da             | me daa           | indaahi                       | deliti                     |
| division                    | divisione                | ordi              | ordi             | somë                          | divizija                   |
| do                          | fare                     | bane              | bane             | bëghi                         | ráditi, činiti             |
| dock                        | bacino                   | skellë            | skellë           | havuza                        | dok, pristaniste           |

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|-----------------|--------------------|------------------|---------------------------|---|------------------|
| dockyard        | arsenale del porto | veni skellës     | veni skeles               | nafpighio                                     | mesto gde se     |
| doctor          | dottore            | miek, hechim     | miek, hechim              | yatroï, ekimi                                 | grade brodovi    |
| dog             | cane               | tsianë           | tsianë                    | kiëni   | doktor, lekar    |
| donkey          | asino              | gomari           | gomarë                    | kitsari                                       | pas, pseto, kuçe |
| door            | porta              | derra            | porta                     | derra   | mágarac          |
| doubt           | dubitare           | nuk kuitoi       | shûbe                     | së bësohi                                     | vráta            |
| draw (map, &c.) | disegnare          | me vesh          | me disenyue               | zografis'                                     | dvójtí, sumnjati |
| dress           | vestire            | me lith varen    | me veshur                 | visenë  | obúci se         |
| dress (a wound) | medicare           | pie              | me lith varen             | hikemë  | zaviti ranu      |
| drink (sb.)     | bevanda            | me pii           | e pire                    | tepi ire                                      | píce             |
| drink (vb.)     | bere               | me grah          | me pi                     | pii   | píti             |
| drive (trans.)  | guidare            | me müt n'ue      | mei grahur, phe-<br>tonji | paetonji                                      | vóziti           |
| drown           | affogare           | i that           | me müte n'ui              | bitem bitëtet                                 | utopiti, udaviti |
| dry (adj.)      | asciutto           | me ter           | i-thate                   | idhaate                                       | suv              |
| dry (vb.)       | seccare            | rik (tame), rosa | me ter                    | thaahi  | súšiti           |
| duck            | anitra             | (wild)           | rikaa                     | papia   | šotka, plovka    |
| dust            | polvere            | pluhun           | pluhur                    | pluri   | pralina, prah    |
| dynamite        | dinamite           | dinamit          | danamit                   | dhyunamiti                                    | dinamit          |
| dysentery       | dissenteria        | barki kech       | dhisentesia               | dhysenderia                                   | krvavi proliv    |
| ear             | orecchio           | veshë            | veshet                    | veshi   | uvo              |
| early           | di buon ora        | herët            | heret                     | ibalt   | ráno             |
| earthen         | di terra           | senet e theüt    | theütë                    | ibalt   | zemijano         |
| east            | oriente            | tlemit           | ist                       | Pashke  | istok            |
| Easter          | Pasqua             | Pashkt           | Pashke                    | Pashke  | Úskrs            |

| <i>English.</i>       | <i>Italian.</i> | <i>Gheg.</i>      | <i>Tosk.</i>             | <i>Chimariot</i><br>( <i>Southern Tosk.</i> ) | <i>Serbian.</i>   |
|-----------------------|-----------------|-------------------|--------------------------|---|-------------------|
| eastern               | orientale       | tleminît          | isten                    | ga del dieli                                  | istočni           |
| easy                  | facile          | kollai            | ilete                    | ibar  | lâko              |
| eat                   | mangiare        | me hongerê        | hongere                  | haa   | jésti             |
| egg                   | uovo            | vé                | vës                      | vée   | jâje              |
| Egypt                 | Egitto          | Misirr            | Ejïpt, Misir             | Egypto  | Misir             |
| Egyptian              | Egiziano        | Misirli           | Miseri                   | Gaa Egyptua                                   | Misirac           |
| embark                | imbarcare       | mu garkuê vaporit | mu garkuê vaporit<br>rit | barkaris                                      | ukreati           |
| embarkation           | imbarcazione    | t'ngarkumit       | t'ngarkumit              | barkarisen                                    | ukrcavanje        |
| employ (thing)        | impiegare       | me shti n'pun     | m'pune                   | metahiris                                     | upotrebiti        |
| employ (men)          | adoperare       | me shti n'pun     | me shtii a pune          | mar niërs dë                                  | uzeti u službu,   |
| empty                 | vuoto           | sprazun, bosh     | boch                     | pun'  | zaposliti         |
| encamp                | accamparsi      | me ngul           | me ngul                  | paa ghie                                      | prázan            |
| encampment            | accampamento    | chiadra, gabelsk  | me ngul chiadra          | belidhenë dë                                  | utaboriti u polje |
| (of nomads)           |                 |                   | ushtriyet                | tsandërë                                      |                   |
| end ( <i>trans.</i> ) | finire          | chiadra, t'gabel  | chiadra, t'gabel         | dë tsandirë                                   | tabor             |
| endure                | finire          | me marue          | me ubitis                | telios'                                       | završiti          |
| engine                | sopportare      | me duron          | me durue                 | bahem'  | snósiti, izdržati |
| England               | macchina        | makin             | makina                   | mihani  | mašina            |
| Englishman            | Inghilterra     | Hinglitera        | Inglan                   | Angli   | Îngleska          |
| enough                | Inglese         | Hinglis           | Inglis                   | Iglës   | Înglez            |
| ensign (flag)         | sufficiente     | miast             | miast                    | areen   | dôsta, dovoljno   |
| envelope              | bandiera        | flamur            | flamurin                 | barak   | zastava           |
| equip                 | busta           | zarff letret      | envelop                  | pliko, fakelo                                 | kovert za pismo   |
| err                   | fornire         | me takamile       | me takamise              | ifodiasur'                                    | snabdeti          |
|                       | sbagliare       | me gabue          | me gabue                 | bën lathos                                    | várati se         |

## English.

## Italian.

## Gheg.

## Tosk.

Chimariot  
(Southern Tosk).

## Serbian.

escape  
escort (*sb.*)  
escort (*vb.*)  
evacuate  
  
evening  
ever  
every  
everything  
everywhere  
examine  
except  
excuse  
exercise  
explain  
explode  
explosion  
ewe  
eye  
face  
faithful  
fall  
family

scappare  
scorta  
scortare  
evacuare  
  
sera  
sempre  
ogni  
ogni cosa  
da per tutto  
esaminare  
secetto  
scusa  
esercizio  
spiegare  
esplodere  
esplosione  
pecora  
occhio  
faccia  
fedele  
cadere  
famiglia

famoso  
fanatico  
lontano

m'iku  
menore  
me pertsjell  
me shprazëit

promia  
t' jith mon  
t' jith  
jith shka  
t' jith kun  
me halakat  
pervech  
m'fal  
talim

me spieque  
m'ushpras  
ushpra  
dele  
süni  
fajya  
ibesses  
bie  
familia

trim i math  
fanatic  
larg

ikih  
sokeria, synodhi  
adhias eléë

brëma  
doniehër  
ghithe talli  
tëtëra  
béte teràn  
piyës  
vets  
deyéhi

gymnasio  
exighisën'  
piasi  
piasiyia  
dële  
siu  
buzetë  
bessesse  
rà  
femiyeë

idighiouar  
fanatico  
liargh

pobeëi  
pratnja, sprovod  
sprovediti  
evakusiati, napu-  
stiti  
veëe  
uvek  
svaki  
svašta, sve  
svúda, svagde  
ispitati  
sem, osim  
izviniti  
gimnastika  
objasniti  
eksplozirati  
eksplozija  
ovca  
oko  
lice  
véran, odan  
pádati  
pórodica, fami-  
lija  
čúven  
fanatican  
daléko

brëma  
doniehër  
ghithe talli  
tëtëra  
béte teràn  
piyës  
vets  
deyéhi

gymnasio  
exighisën'  
piasi  
piasiyia  
dële  
siu  
buzetë  
bessesse  
rà  
femiyeë

idighiouar  
fanatic  
liargh

| <i>English.</i>     | <i>Italian.</i>   | <i>Gheg.</i>      | <i>Tosk.</i>     | <i>Chimariot</i><br>( <i>Southern Tosk.</i> ) | <i>Serbian.</i>        |
|---------------------|-------------------|-------------------|------------------|---|------------------------|
| farm                | podere            | chiflek           | chiflek chi      | stan  | májur                  |
| farrier             | maniscalco        | nalban            | nalban           | nalban  | podkivač               |
| fat                 | grasso            | viam              | viam             | imayii  | débeo <i>f.</i> debela |
| father              | padre             | baba              | baba             | babai   | otac                   |
| fear ( <i>sb.</i> ) | paura             | frig              | kan frike        | trëbem'                                       | strah                  |
| February            | Febbrajo          | fruer             | fruer            | Skurti  | Februar                |
| ferry               | traghetto         | trap              | lundra           | atnotelonis                                   | skëla                  |
| fetch               | andare a prendere | biere             | biere            | bië   | donëti                 |
| fever               | febbre            | ethet             | ethet            | ethete  | groznica               |
| field               | campo             | fush              | fush             | aretë   | polje                  |
| fight               | combattere        | lufton            | me liftue        | bliohi  | bitka                  |
| fill                | riempiere         | me mush           | me mush          | pële ivoghle                                  | napúniti               |
| filly               | puledro           | maz               | maz              | ghéih   | ždrebe                 |
| find                | trovare           | me jett           | me jett          | ghisti  | náci, naláziti         |
| finger              | dito              | gjishti           | gishter          | bohari  | prst                   |
| fire-place          | camino            | votra             | ajjaki           | dru per ziar                                  | ognište                |
| fire-wood           | legna da fuoco    | dрут e ziarmit    | durrri i ziarmit | isakte  | drva za vatra          |
| firm                | sicuro            | i saktë, sagillam | i saktë          | i pari  | siguran                |
| first               | primo             | i pari            | i pari           | i pari  | prvi                   |
| fish                | pesce             | peshk             | peshkë           | pisk  | riba                   |
| flag                | bandiera          | flamuri           | flamur           | bandiera                                      | zástava, barjak        |
| flat                | piatto            | rafsh, shpatuk    | rafsh            | fousse  | rávan                  |
| flea                | pulce             | plesht            | pleshti          | plest   | búha                   |
| fleet               | flotta            | vaporet           | vapor i luftes   | armadha                                       | flota                  |
| flesh               | carne             | mish              | mish             | mish  | meso                   |
| flock               | mandra            | tub               | griye            | kopë  | stado                  |

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|--------------------|-----------------|-----------------|----------------|---|-----------------|
| floor              | pavimento       | düşheme         | dusheme        | sesti   | pod, patos      |
| flour              | farina          | mill            | millë          | miel  | brášno          |
| flower             | flore           | lule            | lullë          | liulie  | cveče           |
| fly ( <i>sb.</i> ) | mosca           | miza            | misa           | liulie  | muva, mupa      |
| fly ( <i>vb.</i> ) | fuggire, volare | me fluturue     | flituroi       | iki spëit                                     | leteti          |
| fog                | nebbia          | niegull         | niegull        | pusi  | mágla           |
| follow             | seguire         | me shkue mbrapa | me n'diek      | akoluthis                                     | slëditi         |
| food               | cibo            | heia            | jelle          | faia, tagia                                   | hrána           |
| foot               | piede           | kam             | kam            | patusa  | stopa           |
| foot-path          | sentiero        | rugin           | via me hez     | monopat                                       | stáza           |
| for                | per             | për             | per            | prë   | za              |
| for me             | per me          | për mue         | per mue        |   | za mene         |
| for thee           | per te          | për tû          | per tu         |   | za tebe         |
| for him            | per lui         | për ate         | per ati        |   | za njega        |
| for her            | per lei         | për grue        | per grue       |   | za nju          |
| for us             | per noi         | për nesh        | per nesh       |   | za nas          |
| for you            | per voi         | për yush        | per yush       |   | za vas          |
| for them           | per loro        | për atûne       | per atuni      |   | za njih         |
| forbid             | proibire        | me ba yasak     | me baa yasak   | apagorëps                                     | zabraniti       |
| ford               | guado           | vala uiet       | vala e uet     | viyia   | plitka voda     |
| forecastle         | ponte di prua   | krüt e vaporit  | krüt e vaporit | kamari dë                                     | stan za poslugu |
|                    |                 |                 |                | pliuar  | broda           |
| forest             | bosco           | püll            | malet          | pili  | šuma            |
| forget             | dimenticare     | harue           | arou           | harohi  | zaboráviti      |
| forgive            | perdonare       | me fal          | mdeyay         | deyehi  | oprostiti       |
| fork               | forchetta       | piru            | furkulittsa    | pirun   | vlijuška        |
| formerly           | prima           | per para        | per para       | bë prepara                                    | predje          |



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|-----------------|-----------------|--------------------|--------------------|--|---------------------|
| fortify         | fortificare     | mu fortsue         | mu fortsue         | 'ohiros'                                       | utvrditi            |
| fortunate       | fortunato       | ik balli, me napak | ik balli, me napak | kismenli                                       | srécan              |
| fowl            | polli           | pul                | pulla              | pulia  | pile (mlado)        |
| fox             | volpe           | thelpna            | thelpna            | delpera  | lisica              |
| France          | Francia         | Frantsa            | Frantsé            | 'Galli   | Fráncuska           |
| free            | libero          | lir                | liir               | leftere  | slobodan            |
| Frenchman       | Francese        | Franches           | Franchies          | Gallo  | Francuz             |
| fresh           | fresco          | teze               | fresket            | fresco   | svež, taze          |
| Friday          | Venerdì         | Eprende            | Eprende            | Eprénte  | Pétak               |
| friendly        | amichevole      | mik sushum         | shokirisht         | mikeli   | príjateljski        |
| frighten        | spaventare      | frigue             | frikure            | etrémp   | poplašiti, uplašiti |
| from            | da              | prei               | prei               | gaa  | od                  |
| from me         | da me           | prei meiet         | prei mer           |  | od mene             |
| from thee       | da te           |                    |                    |  | od tebe             |
| from him        | da lui          | prei ati           | prei ati           |  | od njega            |
| from her        | da lei          | prei assai         | prei grue          |  | od nje              |
| from us         | da noi          | prei nesh          | prei nesh          |  | od nas              |
| from you        | da voi          | prei yush          | prei yush          |  | od vas              |
| from them       | da loro         | prei atúne         | prei atuni         |  | od njih             |
| frost           | gelo            | bruma              | bruma              | tsingr   | mraz                |
| fruit           | frutta          | pem                | pemes              | fruto, peme                                    | vóce                |
| fuel            | legna da ardere | drur               | drur               | pliatške per tè                                | gorivo              |
| full            | pieno           | plott              | plott              | diégur   |                     |
| funnel          | imbuto          | oijiaku vaporit    | oijiaki vaporit    | piiot  | pun                 |
| gale            | vento forte     | murlaa             | frim e forte       | fungaro  | levak               |
| gallop          | galoppare.      | rahvon             | gallop             | ikéné bē tè katr                               | bura                |

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|-------------------------|----------------------------|----------------------|-----------------|---|--------------------------|
| gate                    | barriera                   | dera oborit          | dera oborit     | derra evathite                                | vrata                    |
| gear                    | arnese                     | t'ona teshat         | tjidha teshat   | rotha   | pribor                   |
| gelding                 | cavallo castrato           | harm shur            | haram shur      | drédhurë                                      | uštroyen konj            |
| general                 | generale                   | genarali             | genarali        | stratigoi                                     | djeneral, general        |
| gentle                  | dolcemente                 | kadal                | mire            | iourte  | tih                      |
| German                  | Tedesco                    | Allaman              | Jerman          | Germano                                       | Némac, Šyaba             |
| Germany                 | Germania                   | Allamania            | Jermoni         | Germani                                       | Némačka, Švapska         |
| get                     | arrivare                   | me mreit             | me mreit        | mar   | dóbiti                   |
| get up                  | alzarsi                    | chiou                | chiou           | ghrienë                                       | ústati                   |
| girl                    | ragazza                    | chupa, vaiza, goza   | chuppa          | vaiza   | dévojka                  |
| girth                   | cinghia                    | nenbarts             | nen barts       | ripi  | kolan                    |
| give                    | dare                       | nep                  | yapnë           | apëh  | dati                     |
| give in.                | cedere                     | nepu                 | yepu            | dësi  | ustupiti, pre-<br>datise |
| glad                    | contento                   | gzushum              | getsuar         | kutenduar                                     | radostan                 |
| glass (the<br>material) | vetro                      | jam                  | jam             | kiélki  | stáklo, čáša             |
| go                      | andare                     | shko                 | shekoo          | vëtë  | ící, hoditi              |
| go away                 | andar via                  | hait shko            | sheko atie      | iklhi   | otici, odlaziti          |
| go in                   | entrare                    | hin mrena            | üre-brenda      | vëtë bérnda                                   | ući                      |
| go out                  | uscire                     | del yasht            | dell yashte     | v-të yastë                                    | izací                    |
| goat                    | capra                      | thia, skiapi         | thii, skiapi    | tsiapi  | kóza                     |
| gold                    | d' oro                     | arri                 | floriri         | fiori   | zlato                    |
| good                    | buono                      | mir                  | imire           | imir  | dóbar                    |
| goose                   | oca                        | pata                 | patta           | hina  | guska                    |
| governor's<br>office    | ufficio del<br>governatore | zúra e krúe<br>dusit | ofitsia tsotnis | grafioyia ë<br>arhigoit                       | kancelarija<br>uprovnika |

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|-----------------------|----------------------|----------------|----------------|---|-------------------------|
| grass                 | erba                 | barr           | barr           | baar  | trava                   |
| grateful              | grato                | gnoftun        | ner t'mathe    | i-paa-kutendim                                | záhvalan,<br>blagodaran |
| great                 | grande               | i math         | i math         | i math  | veliki, čuven           |
| green                 | verde                | yeshill        | yeshil         | everde  | zelen                   |
| greet                 | salutare             | me pershened   | me pershendete | héretis'                                      | pozdrávljati            |
| grey                  | grigio               | boi hi         | ithit          | emoughoure                                    | siv, pepeljav           |
| guide ( <i>sb.</i> )  | guida                | prisi          | diftoma uthen  | aí kié odhiyis                                | vodja                   |
| guide ( <i>vb.</i> )  | dirigere,<br>guidare | me prii        | me prii        | odhighis'                                     | vódti                   |
| guilty                | colpevole            | faitur         | faiture        | me kabaghet                                   | kriv                    |
| gulf                  | golfo                | liman          | liman          | korfo   | zaliv                   |
| gun                   | cannone              | topi           | top            | topi  | top                     |
| gun-boat              | cannoniera           | breshen        | breshen        | vapuar mé top'                                | topovnjača              |
| hail                  | grandine             | flokt          | flokt          | mbreserë                                      | grad, tuča              |
| hair                  | capello              | nall           | kendro         | lesera  | kosa                    |
| halt                  | fermarsì             | chekich        | cekic-i        | kendro  | zaustaviti se           |
| hammer ( <i>sb.</i> ) | martello             | me chekich, me | me cekic-i     | tsoku   | čekić                   |
| hammer ( <i>vb.</i> ) | martellare           | merthüe        |                |   | udarati čekićem         |
| hand                  | mano                 | dora           | dora           | dora  | rúka, šaka              |
| hang up               | appendere            | me vier        | varre          | vaar  | obésiti                 |
| harbour               | porto                | skellë         | shèle          | liman   | pristaniste             |
| hard                  | duro                 | fort           | forte          | isserte                                       | tvrd                    |
| hate                  | odiare               | inad           | sma chone      | spelkiën                                      | mřziti                  |
| have                  | avere                | me pase        | me pase        | kam'  | imati                   |
| I have                | io ho                | un kam         | une kam        |   | ímam                    |

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|--------------------------|-----------------|------------------|---------------|---|-----------------|
| thou hast                | tu ha           | ti kee           | ti kee        |   | imaš            |
| he has                   | egli ha         | ai kae           | ai kaa        |   | ima             |
| she has                  | ella ha         | aio ka           | aio ka        |   | ima             |
| we have                  | noi abbiamo     | na kena          | na kena       |   | ímamo           |
| you have                 | voi avete       | yu keni          | yu keni       |   | ímate           |
| they have                | egli hanno      | ata kan          | ata kan       |   | ímaju           |
| have not                 | non abbiamo     | na kena          | nuk e kam     | skam'   | nemam           |
| have you ?               | avete voi ?     | a keni ?         | a kini ?      | kée ?   | ímate li vi ?   |
| hay                      | fieno           | san              | sane          | séno  | séno            |
| he                       | egli            | ai               | ai            | ai  | on              |
| head                     | capo            | koka, kruet      | koka smur     | krie  | glava           |
| headache                 | mal di capo     | thim kokes       |               | medhém kuka                                   | glavobolja      |
| headland                 | promontore      | tok gat detit    | tok gat detit | hunda   | ft              |
| healthy                  | sano            | i shnetshum      | shnetshum     | me sendet                                     | zdrav           |
| heap                     | mucchio         | grumull          | grumull-i     | soro  | gomila          |
| heap up                  | ammontare       | bani grumull     | bani grumull  | belèth  | gomilati        |
| hear                     | udire           | me nie           | me anieve     | dighioyi                                      | çuti            |
| heart                    | cuore           | zemora           | tsembra       | zémëra  | srce            |
| heart                    | calore          | t' enzet         | t' enzet      | gröo  | toplota         |
| heavy                    | pesante         | i rand           | i rende       | errede  | téžak           |
| helm                     | timone          | timoni i vaporit | rota qe sil   | temon'  | krmilo          |
| help ( <i>vb.</i> )      | ajutare         | nim              | vaporin       | di  | pomóci          |
| herd                     | armento         | baktit           | nimom         | kopè  | stado           |
| here                     | qui, qua        | ketu             | ketu          | ketu  | ovde            |
| hide ( <i>trans.</i> )   | nascondere      | me m'she         | mshehu        | psè   | sakriti         |
| hide ( <i>intrans.</i> ) |                 | mshehu           | mshehu        | liékur'                                       | sakriti se      |

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|--------------------|------------------|---------------|-----------------|--|-------------------|
| high               | alto             | nalt          | i jiate         | illiarthe                                      | vísok             |
| high-road          | strada maestra   | ruga malle    | utha mathe      | udha dè mali                                   | drum              |
| high-water         | alta marea       | i uie nalt    | uie i nelt      | furtun'  | dolaz vode, plima |
| hill               | collina          | koder         | koder           | mali   | brdo              |
| hillock            | collinetta       | koder e vogel | kode vogel      | mali ivoghliè                                  | breg              |
| hilly              | montuoso         | kodra         | shum kodra      | me malle                                       | brdovit, bregovit |
| him                | lui              | ayi           | ati             | tè ai  | ga' mu            |
| hinder             | impedire         | ne n'gatrue   | me prite        | embodis  | prèçiti           |
| his                | il suo           | e atii        | itii            | aeti yi  | njégov            |
| hit ( <i>vè.</i> ) | battere          | me rrah       | me rrahe        | kièlohi  | udariti           |
| hither             | il piu vicino    | ketu          | ketu            | ketu   | ovamo             |
| hobbles            |                  | pranka        | pranka          | gardhi   | džžati            |
| hold               | presa            | me kape       | me kape         | baa  | sadrži            |
| hold (contain)     | contenere        | me maît       | me maît         | mer'   | držati            |
| hold (a position)  | essere in        | me maît venin | mui venin       | baa  | držati            |
|                    | possezzo         |               |                 |  | uzdžžati          |
| hold out           | mantenere        | chinro        | mos e yep venin | baa  | rupa              |
| hole               | buco             | bira          | bira            | vera   | pošten            |
| honest             | onesto           | i drete       | i drete         | ideruar  | kuka              |
| hook               | uncino           | grep          | grepui          | kraba  | nádati se         |
| hope               | sperare          | usz dai       | shpenese-a      | elpis'   | konj              |
| horse              | cavallo          | kali          | calli           | kaalè  | potkovica         |
| horseshoe          | ferro di cavallo | patkon        | patkoni         | poktua   | bólnica           |
| hospital           | ospedale         | ospitale      | ospital         | spitale  | neprijeteljski    |
| hostile            | ostile           | kundershtur   | anmiko          | hasm   | vreo, vrúce       |
| hot                | caldo            | zet           | enzet           | igroete  | sat, čas          |
| hour               | ora              | sahat         | sahat           | saati  |                   |

## English.

## Italian.

## Gheg.

## Tosk.

Chimariot  
(Southern Tosk).

## Serbian.

house  
how much  
how many  
hungry  
hurry

casa  
quanto  
quanto  
affamato  
accelerare, far  
presto

shpi  
sa  
sa yan  
unshum  
shpeito

shteppia  
sa  
sa yan  
urtuor  
me ngutuz

kúcia  
kólíko  
kólíko  
gládan  
žúrítí se

husband

marito  
io  
ghiaccio  
se

burri e martun  
une

muž

ice

ice

akull

akiel

ja

if

ignorante

necoft

ethe

led

ignorant

malato

i pamaron vesht  
i smure, i lig

i parditur  
i smure

ako, kad bi

illness

malattia

t' s'muníe

semundia

nénalica

impossible

impossibile

sosht-memchium

sasht memükün

bolestan, slab

imprison

imprigionare

me shí n' haps

me chine n' burg

bolest, slabost

impudent

impertinente

i pa terbiet

i padie

nemogíce

(yoke)

dentro

mrena

mrena

bézobrazan

inconvenient

scomodo

sosht vakti

tsahmetshum

u

increase

creocere

ushtue

ushture

nésgodno

increase

accrescere

t' shuemit

t' shuemit

povećati

trans.)

India

t' shuemit

sumohi

povećati se

India

India

India

Indbia

Indija

Indigian

Indiano

Indian

Indhian

Indijanac

indigestion

indigestione

gugsim

gugsim

stomakminevari

infectious

infettivo

derchen

derchen

zaražljiv

lissete

semund ke col-

semund

sdal yast

Indija

Indijanac

stomakminevari

zaražljiv

lissete

| <i>English.</i>      | <i>Italian.</i> | <i>Gheg.</i>                 | <i>Tosk.</i>     | <i>Chimariot</i><br>( <i>Southern Tosk.</i> ) | <i>Serbian.</i>  |
|----------------------|-----------------|------------------------------|------------------|---|------------------|
| inform               | informare       | me kaltsuë, me ba,<br>me dit | me kaltsuë       | pliroforis'                                   | obavëstiti       |
| in front             | davanti         | pepara                       | perpara          | prepara                                       | spreda, pred     |
| in front of          | in faccia a     | pepara kti                   | perpara kti      | prepara gaa                                   | ispred           |
| in future            | per il futuro   | t' arhniit vakti             | tart nit vaktit  | kenditutie                                    | u buduëe         |
| ink                  | inchostro       | merechiep                    | merechiep        | melani  | mástilo          |
| inlet                | entrata         | me hi                        | me hii           | goyia eliumitë                                | zaliv, rukavmora |
| innocent             | innocente       | i pa shër                    | i pafai          | paa fayie                                     | névin            |
| inside               | interno         | mrana                        | mrana            | bernda  | unutra           |
| insult               | insultare       | m' shau                      | mishau           | essahi  | uvreda           |
| intelligent          | intelligente    | i marron vesht               | i marron vesht   | itziouare                                     | intelligentan    |
| intend               | intendere       | kom dasht                    | kom desht        | skopëps                                       | nameravati       |
| interpret            | interpretare    | terjiman,                    | terjimen         | bëghi tô dhra-                                | tumaçiti         |
| interpreter          | interpretare    | perkethüe                    | perkethüe        | gumano  | tumaç            |
| into                 | nel             | dragaman,                    | dragaman         | draguman                                      |                  |
| invent               | inventare       | perkethüe                    |                  |   |                  |
| invite               | invitare        | mrana                        | mrana            | bernda  | u                |
| iron ( <i>adj.</i> ) | di ferro        | me bosene treya              | me be sene treya | ghiëtë  | iznaçi, izumeti  |
| iron ( <i>sb.</i> )  | ferro           | me thir                      | me thirre        | proskales'                                    | pozvati          |
| irrigate             | irrigare        | hekuri                       | hekurit          | hëkurë  | gvozden          |
| island               | isola           | hekur                        | hekur            | hekoure                                       | gvoždje          |
|                      |                 | me vadite                    | me vadite        | potis'  | zalivati         |
|                      |                 | tok reth detit,              | tok reth detit   | nisia   | ostrvo           |
|                      |                 | ishull                       |                  |   |                  |
| is there ?           | c' è ?          | a asht ?                     | a asht ?         |   | ima li ? je li ? |
| it                   | egli            | ai                           | ai               | ayiô  | to               |
| its                  | il suo          | etia                         | etii             | eatiyi  | svoje            |

## English.

## Italian.

## Gheg.

## Tosk.

Chimariot  
(Southern Tosk).

## Serbian.

|             |                |                |                  |                  |                      |
|-------------|----------------|----------------|------------------|------------------|----------------------|
| jackal      | sciaccallo     | chiaikal       | cakall-i         | tsakaal          | šakal                |
| jam         | conserva       | retsel, pekmes | pekemetse        | temble           | slátko, pekmez       |
| January     | Gennajo        | Kallnori       | Kallnur          | Yenari           | Jánuar               |
| jetty       | molo           | skelë          | skelë            | skalom'          | skela                |
| Jew         | Ebreo          | Yahudi, Chefut | Yahudi           |                  | Jevrejín, Čivutin    |
| journey     | viaggio        | me baa ruge    | me bar uthen     | taxidhi          | putovanje            |
| jug         | brocca         | katrov, yebrik | yebrik           | kanata           | téstija              |
| July        | Luglio         | Korriku        | Korik            | Alonari          | Juli                 |
| jump        | saltare        | ketse          | me kecie         | verviten, hidhen | skakati, skočiti     |
| June        | Giugno         | Jershuer       | Jershuer         | Korriku          | Juni                 |
| justice     | giustizia      | t' dreitat     | te dreitat       | haka             | pravda               |
| keel        | chiglia        | funi vaporit   | fundi vaporit    | karéna           | temelj broda         |
| keep        | tenere         | me mait        | me mbaite        | baa              | zadržati             |
| kettle      | ramino         | jugum          | jugum            | briku            | samovar              |
| key         | chiave         | chits          | chits            | kitsi            | ključ                |
| kick        | dare un calcio | shikelm        | me chit shkelma  | skelmohi         | ritati, bacati čifte |
| kid         | capretto       | ethi           | elthi            | kets             | jare                 |
| kill        | uccidere       | me mute        | me müte          | vras'            | ubiti                |
| kind        | gentile        | bomirsi        | bomirsi          | ivensure         | dobrodušan           |
| king        | re             | mbret          | m' bret          | mpret            | kralj                |
| kingdom     | regno          | mbretnia       | m' bret-niya     | mpreteria        | kraljevina           |
| kitchen     | cucina         | oda-ziarmit    | ode-a e tsiermit | mayeri           | kújna                |
| knee        | ginocchio      | guni           | guni             | ghiuri           | kóleno               |
| knife       | coltello       | thika          | thika            | thika            | nož                  |
| knot (mile) | miglio         | mill           |                  | kombo            | morska milja         |
| know        | sapere         | me dit         | me nyofte        | niô              | znáti                |
| Kurdistan   | Curdistan      | Kurdishtani    | Kurdish          | Kurdistan        | Kurdistan            |



| <i>English.</i> | <i>Italian.</i>  | <i>Gheg.</i>       | <i>Tosk.</i>   | <i>Chimariot</i><br>( <i>Southern Tosk.</i> ) | <i>Serbian.</i> |
|-----------------|------------------|--------------------|----------------|---|-----------------|
| lack            | mancare          | magut              | mogut          | ilipsetë                                      | fáliti          |
| lake            | lago             | joli               | joli           | goli  | jézero          |
| lamb            | agnello          | kinyi              | kiji           | selëg   | jágnje          |
| lame            | zoppo            | tapal              | tapal          | itsale  | čopav           |
| lamp            | lume, lampada    | llampa, fener      | fener          | lamba   | lámpa           |
| lance           | lancia           | hesht              | hanjiari       | lonhi   | koplje          |
| land            | terra            | tok                | tok            | dijer yast                                    | zémija          |
| landing-party   | gente che sbarca | shkarkim           |                | niërestë kië,                                 | ljudi koji se   |
| language        | lingua           | ushtarsh           |                | dalenë yastë                                  | iskracavaju     |
| large           | grande           | giuha              | guha           | ghuia   | jezik           |
| last            | l'ultimo         | i math             | i math         | imath   | vélíki          |
| late (adv.)     | tardi            | i mrami            | i mrami        | ipasmi  | poslednji       |
| laugh           | ridere           | vuun               | von            | menuarë                                       | kásno, dockan   |
| launch          | varare           | keshu              | me qeshe       | kes'  | sméjati se      |
| law             | legge            | vapori i vogel     | vapori i vogel | paporaki                                      | šlep            |
| lay             | posare           | t' dreitat, kanuni | t' dreitat     | nomi  | zakon           |
| lazy            | pigro            | me ra              | me rrah        | ekubis  | polóžiti        |
| lead (adj.)     | del piombo       | demel              | demel          | siste pounetouar                              | lenj            |
| lead (sb.)      | piombo           | i plumit           | i plumit       | pliumbe                                       | olovan          |
| lead (vb.)      | guidare          | plum               | plum           | pliumbe                                       | olovo           |
|                 |                  | me prii            | me prii        | odhigbis                                      | vóđiti, pre-    |
|                 |                  |                    |                |   | dvoditi         |
| leak            | versa            | nuk ma uin         | riath          | prasi   | curiti          |
| lean (vb.)      | appoggiarsi      | mumshtet           | mumshtet       | ihole   | mřšav           |
| learn           | imparare         | me zane            | m'sue          | psohi   | učiti           |
| leather         | pelle            | lekura             | liekurë        | liekura                                       | kóža            |
| leave (vb.)     | lasciare         | melon              | me braktise    | elië  | ostáviti        |

## English.

## Italian.

## Gheg.

## Tosk.

Chimariot  
(Southern Tosk).

## Serbian.

leech

left

leg

lend

length

less

letter

level (*adj.*)level (*sb.*)lie (*vb.*)

lie (untruth)

lieutenant

life

life-belt

lift

light (not heavy)

lighter (boat)

lights

limit (terminus)

limp

line (rope)

lip

listen

little (*adj.*)little (*adv.*)

sanguisuga

sinistra

gamba

prestare

lunghezza

il meno

lettera

livello

piano, pianura

giacere

bugia

tenente

vita

salvamente

sollevare

leggero

rimorchiatore

lumi

limite

zoppicare

corda

labbro

sentire

piccolo

un poco

ushuisza

prmakte, salakt

kambe

huha

ghiat

mapak

carta, leter

rafshit, barabar

rafsh

bier

rrené

milazim

yeta

rotulnrretsik

niers peshtuse

me chuie

let

lundra

dritat

funni

me tapallue

kanop

buzt

me veshtrue

i vogel

pak

nshkavits

rmakite

kambe

uhah

giath

mapak

carta

rafsh

e rafshit

bier

rrene-a

milazim

yeta

rotulnrretsik

niet

me chuie

let

lundra

dritat

funi

tapall

knop

butset

me veshtrue

i vogel

pak

vidhele

imeghere

kemba

api

teghiatëtë

bë pak

carta

issio

issio

yam dë sest'

ghenieesta

lohagoi

yëta

sosivë

grée

ellée

maunë

dritatë

synuar

tsalem

viliar'

busa

dighiohi

ivogle

pak

pijavica

lévo

nóga

pozajimiti

dužina

mánje

pismo

ravan, jednak

ravnica

lěžati

lágati

poručik

život

pojas za spasa-

vanje

dizati

lak

dereglija

svetlosti

vrhunac, granica

kramljati

uže

usnica, usna

slúšati

mali

málo

| <i>English.</i>         | <i>Italian.</i>    | <i>Gheg.</i>            | <i>Tosk.</i>           | <i>Chimariot</i><br>( <i>Southern Tosk.</i> ) | <i>Serbian.</i>         |
|-------------------------|--------------------|-------------------------|------------------------|---|-------------------------|
| live                    | vivere             | me jiallue, me<br>yetue | me jalnue              | rohi  | živeti                  |
| live (i.e. dwell)       | abitare            | r' non                  | r' non                 | rii   | stánovati               |
| lively                  | vivace             | n' chief                | iketsuar               | itzghiouare                                   | živahan, veseo          |
| liver                   | fegato             | mushknit                | mushknit               | meltsi  | džigerica               |
| load (sb.)              | un peso            | barr                    | barr                   |   | tovar, teret            |
| load (vb.)              | caricare           | me garkue               | me garue               |   | natovárati              |
| load (a gun)            | caricare un fucile | me mushe<br>ken         | push-<br>mushe pushken | bush  | napuniti (pušku)        |
| load (a pack<br>animal) | caricare un mulo   | garko kalin             | garko kalin            | garkohi                                       | natovariti              |
| lock (sb.)              | serratura          | brav                    | drüni                  | kitsenits                                     | brava, ključao-<br>nica |
| lock (vb.)              | serrare            | me drüne                | me müthe               | belihi  | zaključati              |
| locust                  | locusta            | kakaletsi               | kakaletsi              | karkaletsi                                    | skakavac                |
| log                     | ceppo              | tsop te drunit          | tsopa te drunit        | kutsuro                                       | panj, balvan            |
| log (of ship)           | giornale di bordo  | liber vaporit           |                        | kutsuria                                      | dnevnik broda           |
| long                    | lungo              | ighiat                  | jiate                  | ighiat  | dug, dugatsak           |
| look at                 | guardare           | kciüre                  | kciüre                 | vestohi                                       | glédati                 |
| look-out                | vedetta            | nieri kciür, ruin       | nieri kciür            | fylaku ke, ruani<br>natenë                    | straža                  |
| loot                    | bottino            | plachk                  | plachket               | rëmulë  | plen                    |
| lorry                   | carro              |                         |                        |   | téretna kóla            |
| lose                    | perdere            | hupi, treti             | me bierre              | humbas  | izgrúbiti               |
| loss                    | perdita            | t'hupné                 | hupné                  |   | gubítak                 |
| louse                   | pidocchio          | morr                    | morr-i                 | mööri   | vaš, vaška              |
| low                     | basso              | posht, ult              | i ult                  | igouniete                                     | nízak                   |



| <i>English.</i>       | <i>Italian.</i> | <i>Gheg.</i>    | <i>Tosk.</i>   | <i>Chimarot</i><br><i>(Southern Tosk).</i> | <i>Serbian.</i>      |
|-----------------------|-----------------|-----------------|----------------|--|----------------------|
| medicine              | medicina        | barre           | ilachi         | yatriko                                    | medicina             |
| meet                  | incontrare      | mu piek, me has | mu piek        | pikem'                                     | srésti se, sastatise |
| melted butter         | strutto         | jalp shkrime    | jalp e shkrin  | gjalp tetréturë                            | tópljeno máslo       |
| mend                  | raccomodare     | me arnue        | uydis          | derbohi                                    | popráviti            |
| merchant              | commerciante    | tregtur         | trakture       | permatar                                   | trgovac              |
| metal                 | metallo         | maademi         | maadem-i       | metallo                                    | metal                |
| metalled road         | strada rotabile | ruga fortmire   | ruga fort mire |  | drum                 |
| middle                | il centro       | miedis          | miedisi        |  | sredina, centar      |
| mile                  | miglio          | mil             | kilometra      | mesi                                       | milja                |
| military              | militare        | ushtriet        | ushtrat        | nière i biretit                            | vojni                |
| milk                  | latte           | tomell, kiumës  | kiumes         | kiuměstë                                   | mléko                |
| mill                  | mulino          | mulini          | mulini         | mul  | mlin                 |
| millet (large)        | miglio grosso   | mel-i-math      | mel-i math     | kanavur (tetras)                           | proso                |
| millet (small)        | miglio minuto   | mel-i-vogel     | mel-i vogel    | kanavur                                    | proso                |
| mine ( <i>pron.</i> ) | il mio          | e yemya         | iem            | imia                                       | noj                  |
| mine ( <i>sb.</i> )   | mina            | grapa mademit   | maadem-i       | imia                                       | rudnik, majdan       |
| minute ( <i>sb.</i> ) | minuto          | dekiku          | dekik          | minuto                                     | minut, časak         |
| missing               | mancante        | hupun           | hupun          | ihouboure                                  | izgubljen            |
| mix                   | mischiare       | me perzie       | me pirtsii     | trazohi                                    | mëshati              |
| monastery             | monastero       | monastir        | manastir i     | monastir                                   | mánastir             |
| Monday                | Lunedì          | ehane           | E hane         | Ehëna                                      | Ponédeljak           |
| month                 | mese            | muyi            | miet           | moi  | mésec-dana           |
| moon                  | luna            | hanna           | hone           | héneza                                     | mésec                |
| more                  | più             | ma              | ethe mo        | bè shum                                    | više, još            |
| morning               | mattina         | nadia           | nadië          | meghiesë                                   | jutro, pre podne     |
| mosquito              | zonzara         | mushkaia        | mushkaje-a     | mëskumë                                    | komarac              |
| mother                | madre           | nana            | nena           | mama                                       | majka, mati          |

| English.                 | Italian.                | Gheg.            | Tosk.      | Chimariot<br>(Southern Tosk). | Serbian.  |
|--------------------------|-------------------------|------------------|------------|-------------------------------|---|
| mountain                 | montagna                | mali             | bieshkt    | mali                          | planina   |
| mountain-<br>range       | catena di mon-<br>tagne | malet            | bieshkt    | vent' imalit                  | planinski greben                                |
| mouth                    | bocca                   | goya             | goya       | goya                          | usta  |
| mouth (of<br>river)      | foci                    | gruka euit       | gruka uiet | stomio                        | utok, ušće                                      |
| move ( <i>trans.</i> )   | muovere                 | me luit          | me likun   | tund                          | preneti, preseliti                              |
| move ( <i>intrans.</i> ) | muoversi                | me luit          | me luite   |                               | pomaći se, prese-<br>liti se, premes-<br>titise |
| much ( <i>adj.</i> )     | molto                   | shum             | shum       | soum                          | mnogo, mlogo                                    |
| much ( <i>adv.</i> )     | troppo                  | perstefrit       | shum       | shum                          | suviše  |
| mud                      | fango                   | baltë            | balte      | lasp                          | blato   |
| muddy                    | fangoso                 | balt             | balt       | hilasposure                   | blatljiv  |
| mud flats                | pianura mel-<br>mosa    | balte bafsh      | balt fush  | garth tefisurë                | slojevi blata                                   |
| mule                     | mulo                    | mushk            | mushk-u    | musk                          | mázga   |
| muleteer                 | mulattiere              | chiragi          | chiraji    | agoyat                        | mázgar  |
| must                     | deve                    | doto boish       | dota baish | prëps                         | mórati  |
| mutiny                   | ammutinamento           | chiulus          | pachiare   | stasi                         | búna  |
| mutton                   | montone                 | mish t' e dashit | silius     | mish të kenghit               | ovnečina  |
| my                       | il mio                  | e yemya          | i ema      | thoi gozda                    | moja, moje                                      |
| nail                     | chiodo                  | gozhda           | giozhda    | thoye                         | klínac, jekser                                  |
| nail (finger)            | unglia                  | thoni            | thonye     | ighouste                      | nokat   |
| narrow                   | stretto                 | gusht            | ingushte   | ideeuit                       | úzak, tesan                                     |
| naval                    | navale                  | i détit          | i detit    | armenis                       | pomorski  |

| <i>English.</i>      | <i>Italian.</i> | <i>Gheg.</i>     | <i>Tosk.</i>     | <i>Chimariot</i><br>( <i>Southern Tosk.</i> ) | <i>Serbian.</i> |
|----------------------|-----------------|------------------|------------------|---|-----------------|
| navigate             | navigare        | me ultue n'det   | chion vaporin    | armenisma                                     | ploviti         |
| navigation           | navigazione     | ultim dedit      | vaporet i luftes | naftiko                                       | plovidba        |
| navy (battle-ships)  | marina          | ani luftare      |                  |   | flota           |
| near ( <i>adj.</i> ) | vicino          | affer            | gat              | aferë.  | blizki          |
| necessary            | è necessario    | e nevoishme      | nevoishum        | aferë   | blizu           |
| (it is)              |                 |                  |                  | istë  | potrebno je,    |
| neck                 | collo           | chiafa           | chaf             | ëananghit'                                    | nužno je *      |
| need                 | necessità       | m' duhet, lazem  | me duhet         | kiata   | vrät            |
| needle               | ago             | jülpon           | jülpera          | ist' ananghi                                  | potreba, nužda  |
| neither . . . nor    | nè . . . nè     | asnionë-astietri | asnionen-as      | ghilpëra                                      | igla            |
|                      |                 |                  | tietren          | as-as   | ni . . . ni     |
| net (for fish)       | rete            | karich           | karikt           | dhikt   | mrëža           |
| never                | mai             | kur              | kurë             | kuurë   | nkad            |
| new                  | nuovo           | erii             | ere              | iri   | nov             |
| newspaper            | giornale        | gazetta, fletore | gazetta          | imir  | novina          |
| nice (good)          | piacevole       | imir, i kanshum  | imir             | nata  | prijatan        |
| night                | notte           | nata             | natë             | yo  | noç             |
| no                   | no              | yo               | yo               | yo  | ne              |
| noon                 | mezzogiorno     | drëk, mies dita  | mies dit         | drëk  | podne           |
| no one               | nessuno         | ker kush         | kur kush         | do nië  | nko             |
| north                | nord            | notht            | notht            |   | séver           |
| northern             | settentrionale  |                  |                  | ga mourei                                     | severni         |
| nose                 | nasò            | huna             | huna             | huda  | nos             |
| nosebag              | sacco da muso   | straites tajijet | stretsa kalit    | saki  | zobnica         |

| English.                 | Italian.             | Gheg.                | Tosk.            | Chimariot<br>(Southern Tosk). | Serbian.            |
|--------------------------|----------------------|----------------------|------------------|-------------------------------|---------------------|
| not                      | non                  | nuk                  | nuk              | nuk                           | ne                  |
| nothing                  | niente               | kurjia               | asy kafshe       | faare ghè                     | ništa               |
| not yet                  | non ancora           | yo ala               | yo akoma         | yo akoma                      | još ne              |
| November                 | Novembre             | Ndanduer             | N'anduer         | Sémihili                      | Novembar            |
| now                      | adesso               | tash                 | tashi            | nassine                       | sad                 |
| nowhere                  | in nessun posto      | kerkun               | asjykundi        | ghilkudi                      | nigde               |
| number                   | numero               | numri                | numri            | numero                        | broj, numera        |
| oar                      | remo                 | rem                  | remi             | kupi                          | véslo               |
| oats                     | avena                | tershon              | tershon          | baar                          | zob, ovas           |
| obedient                 | ubbidiente           | i nigjushum          | idejuuan         | dighion                       | poslušán            |
| obstinate (with passion) | obstinato            | huili, krue fort     | huitur           | nouk trass                    | tvrdoglav           |
| October                  | Ottobre              | Tetuer               | Tetuer-ori       | Semitri                       | Októbar             |
| officer                  | ufficiale            | ofchial, mulazim     | ofchial          | axiomatiko                    | oficir              |
| often                    | spesso               | shpesh               | shpeshet         | kurdo                         | često               |
| oil                      | olio                 | voi                  | voi              | vahi                          | úlje, zejtin        |
| old                      | vecchio              | plak                 | plak             | pliak                         | star                |
| old (ancient)            | antico               | i vieter             | i vieter         |                               | prastaro            |
| old (worn)               | usato                | i vietrum            | i vietrué        |                               | iznošeno            |
| old man                  | un vecchio           | nier i plak          | nier i plak      |                               | starac              |
| old woman                | una vecchia          | grue e plak          | grue e plak      |                               | baba, baka          |
| omelet                   | frittata             | omlett               | omletta          | omeletta                      | kájgana             |
| on                       | su, su               | super                | super            | bi                            | na                  |
| once, twice, &c.         | una volta, due volte | ni hère, dü her, &c. | ni here, dü here | niè hër, di hër               | jedán put, dva puta |
| only                     | soltanto             | vetem                | vetem            | vétémë                        | sámo                |
| open ( <i>adj.</i> )     | aperto               | hapun, chiele        | i apun           | iapoure                       | ótvoren             |



| <i>English.</i>           | <i>Italian.</i>                     | <i>Gheg.</i>         | <i>Tosk.</i>                  | <i>Chimariot</i><br>( <i>Southern Tosk.</i> ) | <i>Serbian.</i> |
|---------------------------|-------------------------------------|----------------------|-------------------------------|---|-----------------|
| open ( <i>vb.</i> )       | aprire                              | ape, chiele          | me chile                      | apihi   | otvóriti        |
| or                        | o                                   | o                    | o                             | ii  | ili             |
| order                     | (com-<br>mand)                      | urthun               | poros                         | urtherë                                       | zapovest        |
| our                       | nostro                              | eyona                | eyona                         | ini   | naš             |
| out of                    | fuori di                            | yashte               | yashte                        | gaa ayo                                       | iz              |
| outside                   | di fuori                            | per yashta           | per yasht                     | yaast   | na pólju        |
| oven                      | forno                               | fura                 | fura                          | fura  | peć, furuna     |
| over                      | sopra                               | sipri                | sipri                         | besum   | preko           |
| overboard                 | nell' acqua dal<br>vapore           | urtsue prei<br>porit | va-<br>urtsue prei<br>vaporit |   | sa ladje        |
| owing to, be-<br>cause of | pervia, perchè                      | sebepi               | sebepi                        |   | zbog            |
| pack-saddle               | sella da basto per samari i deveš   | samari i deveš       | samari i deveš                | samar pèr kamilë                              | samar za kamilu |
| (camel)                   | camello                             |                      |                               |   |                 |
| pack-saddle               | sella da basto per samari i mushkut | samari i mushkut     | samari i mushkut              | samar pèr muskë                               | samar           |
| (mule)                    | mulo                                |                      |                               |   |                 |
| pain                      | dolore                              | thim                 | themka                        | tethëbure                                     | bol             |
| Palestine                 | Palestina                           | Palastina            | Palestin                      | Palestini                                     | Palestina       |
| paper                     | carta                               | leter, kartë         | karta                         | kartë   | hârtija         |
| pass                      | valico                              | kalue                | skapertsüe                    | skoghi  | prólaz          |
| passage                   | passaggio                           | uth                  | uth                           | synthime                                      | prevoz          |
| password                  | parola d'ordine                     | fiale e urthnit      | fiasin me nishone             |   | lozinka         |
| path                      | sentiero                            | rugizt               | utha                          | monopat                                       | stáza, put      |
| patrol                    | patuglia                            | bülük                | bülük                         | peripolo                                      | patrol          |
| (sb.)                     |                                     |                      |                               | peripuli                                      | patroliti       |

## English.

## Italian.

## Gheg.

## Tosk.

Chimariot  
(Southern Tosk).

## Serbian.

pay  
peace  
pen  
pennant  
periscope  
Persia  
Persian  
people  
pepper  
photograph  
pick-axe  
pier  
pig  
pillow  
pilot  
pilottage  
pincers  
pistol  
place  
plain (land)  
plant  
plate  
play  
pleasant  
pleased, to be  
plough (*sb.*)  
plunder

paga  
pace  
penna  
fiamma  
periscopio  
Persia  
Persiano  
gente  
pepe  
fotografia  
piccone  
molo  
maiale  
guanciale  
pilota  
pilottaggio  
tanaghe  
pistola  
posto  
pianura  
pianta  
piatto  
giuoco  
piacevole  
essere contento  
aratro  
bottino

pagui  
paitim  
pendë  
flamuri i vogel  
periskop  
Pershia  
Persian  
jint  
büber  
fotografi  
katsme  
skëlë  
thii, der  
yasteku  
pilot  
haku i pilotit  
danë  
pusk, brezit  
veni  
fush  
bima  
chini  
hui, los  
chief  
me kon n'chief  
permen  
plashka

pagui  
paiture  
pend  
flamuri i vogel  
periskop  
Pershia  
Persian  
jin  
piperi  
fotograf  
katsme  
skele  
déri  
yasteku  
pilot  
haku pilotit  
dana  
pushka  
vendi  
rafsh  
dena  
piatë  
loss  
chief  
kande  
timsa  
plashka

paguai  
spetoj liufta  
pëna  
sinialo  
periscopio  
Persia  
Persian  
dunia  
pipër  
fotografi  
kasna  
skalë  
déri  
prosketaal  
piloto  
pilotayio  
tsimbith  
piskiol  
vendë  
fusa  
fytoj  
piato or tsanak  
lios or liuachi  
yami kutenduar  
parmeda  
bëghi pliatisko

plata  
mir  
përo  
signal  
periskop  
Persia  
Persijanac  
narod, ljudi  
biber  
fotografija, slika  
budak  
pristanište  
prase, svinja  
jastuk  
krmanoš  
krmljenje  
kljēšte  
pištolj  
mësto  
ravnica  
biljka  
tanjir  
igrati se  
prijetan  
radovati se  
plug  
plënti, pljačkati

| <i>English.</i>      | <i>Italian.</i>         | <i>Gheg.</i>            | <i>Tosk.</i>          | <i>Chimariot<br/>(Southern Tosk)</i> | <i>Serbian.</i>    |
|----------------------|-------------------------|-------------------------|-----------------------|--------------------------------------|--------------------|
| pony (colt)          | cavallino               | maz                     | kaal i voghlë         | kaal ivoghilë per<br>të garkuar      | konjić             |
| pool                 | stagno                  | joli vogel              | joli                  | ghuoli                               | bara               |
| poor                 | povero                  | fukarā                  | fukarat               |                                      | sirómah            |
| pork                 | carne di porco          | mish të derit,<br>thiut | mish te thiut         | mish të dërit                        | svinjëtina         |
| port                 | porto                   | skelë                   | skele                 | liman or skalë                       | pristanište        |
| port (of ship)       | babordo                 | sallaken                | sallaken              | temon                                | leva strana ladje  |
| hard-a-port          | voltare di ba-<br>bordo | tan sallaken            | tan sallaken          | tan temon                            | sasvim na levo     |
| porthole             | finestrino              | dritorit i vaporit      | penjeret e<br>vaporit | vëra kie dell<br>atmoi               | prozor na ladii    |
| post-office          | ufficio della<br>posta  | postë                   | post ë han            | postë, tachy-<br>thromio             | pošta              |
| potato               | patata                  | patatë                  | potatë                | patate                               | krómpir            |
| pour out             | versare                 | shpraze                 | me shpraze            | dërth                                | iziliti sipati     |
| powder (for<br>guns) | polvere                 | barat                   | barut                 | barut                                | prah, prašak       |
| praise               | lode                    | levdue                  | levdue                | bur                                  | hvaliti, ceniti    |
| prefer               | preferire               | m'pelchien              | me sgiethe            | protimis<br>bënë azër                | voleti, više radje |
| prepare              | preparare               | me ba gati              | me gatue              |                                      | urediti, spremiti  |
| pretty               | grazioso                | bukur                   | i bukur               |                                      | lep                |
| price                | prezzo                  | fiyati                  | sahup                 | piato                                | cena               |
| prison               | prigione                | haps                    | hapseone              | apsan stratiotë                      | zatvor, apsana     |
| private              | soldato privato         | ushtar                  | ushtar                |                                      | redov              |

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|--------------------------|---------------------|-------------------|-------------------|---|--------------------|
| projectile               | proiettile          | jule e topit      | jule e topit      | plumbë ë tsopa                                | projektil, granata |
| promise                  | promessa            | tiap fialen       | ap lafne          | ypos kepen                                    | obecanje           |
| propeller                | propulsore, elica   | elika e vaporit   | elika e vaporit   | elika ë vaporit                               | točak, jelica      |
| province                 | provincia           | nahiya            | nahiya            | kaza  | óblast             |
| pump                     | pompa               | trum              | trum              | trumba  | pumpa              |
| punish                   | punire              | kastigim, laik    | t' kastigoi       | timoris                                       | kázniti            |
| pursue                   | inseguire           | me emar prapa     | njek-prapa        | ivete pas or                                  | térati, goniti     |
|                          |                     |                   |                   | akoluthis                                     |                    |
| quarantine               | quarantina          | karantin          | karantin          | karantina                                     | karantina          |
| quarter                  | quarto              | chierek           | e katert-ë        | konépsen                                      | četvrt, fitalj     |
| quay                     | molo                | skellë            | skelle            | skalë, móoli                                  | kei                |
| quick                    | presto              | shpett            | shpetto           | spëit   | brz                |
| quiet                    | tranquillità        | rahatshum         | rahatshum         | ioure   | miran              |
| quilt                    | coltre              | yurgan            | plafi             | maxilar më flu-                               | jorgan             |
|                          |                     |                   |                   | tura të zoghe                                 |                    |
| raft                     | zattera             | argesht           | argesht           | salv  | splay              |
| raft (of rushes)         | zattera di canna    | argesht i kashtes | argesht i kashtes | sali gaa skina                                | splay od trske     |
| raft (of inflated skins) | zattera di pelli di | argesht i likures | argesht i likures | sali gaa katsupë                              | splay od mehova    |
| raft (of logs)           | bue                 |                   |                   |   |                    |
| rails                    | zattera di assi     | argesht           | argesht           | sali gaa dru                                  | splay od balvana   |
|                          | linea               | ruga hekrit       | heker per uth     | grammi  | šine, pruga        |
|                          |                     |                   | t'makines         |   |                    |
| railway                  | strada ferrata      | utha hekrit       | ruga makines      | sidihirodhrom                                 | železnica          |
| railway-station          | stazione            | statsion          | s' tazion         | stathmoï i                                    | železnička stanica |
|                          |                     |                   |                   | sidihirodhromit'                              |                    |
| rain                     | pioggia             | shi               | shiu              | siï   | křša               |
| ram                      | montone maschio     | dash              | dash-i            | dash  | ovan               |

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|------------------------|--------------------|---------------|----------------|---|-----------------|
| rarely                 | raramente, di raro | räl           | shum ralle     | béte ralë                                     | rétko           |
| read                   | leggere            | me k' nue     | me kendue      | dhiarvas                                      | čítati          |
| ready                  | pronto             | gati          | hatser         | hazer   | spréman, gotov  |
| rear                   | retroguardia       | permrapa      | permrapa       | atà ki viyinë pas                             | zadnji          |
| reckless               | temerario          | skadert       | i pakasavet    | skaa mente                                    | džrak, smeo     |
| recruit                | coscritto          | ushtar-i-rii  | ushtar-i-rii   | neosyllekt                                    | f. smela        |
| red                    | rosso              | i kuch        | i kuchë        | stratiot                                      | regrut          |
| refuse                 | rifuto             | mos me dashte | mos me dashte  | ekoukie                                       | črven           |
| regiment               | reggimento         | tobor         | tabor          | arnisen                                       | odbiti          |
| regret ( <i>sb.</i> )  | rincrescimento     | m' vien kech  | me vienkeche   | syndagnë                                      | regimenta       |
| regulation             | regola, ordine     | m' regull     | me regull      | meviën' lizetë                                | žáliti          |
| reinforcements         | rinforzi           | nim ushtarsh  | lupset ma      | kanonismoj                                    | pravilo         |
| reins                  | redini             |               | ushtar         | dima  | pojačanje       |
| release                | rilasciare         | disjnat       | disjnat        | ghiëmbetë                                     | dizgini         |
| remain                 | restare            | me l' shue    | me lshue       | elië  | püstiti         |
| remember               | ricordare          | me nei        | me mete        | béten   | čstati          |
| repeat                 | ripetere           | me mait       | me chite nimen | kuhitonem'                                    | seçati se       |
| report                 | rapparto, risoluto | me than prap  | me pertrii     | ethom prapë                                   | ponoviti        |
| resolute               | riposo             | me ba, me dit | habere         | anafër'                                       | raport          |
| rest                   | restaurant         | mush menia    | inatlë         | i apofassissur                                | stalan          |
| restaurant             | restorante         | pusho         | pusho          | anapapsem                                     | odmór           |
| retreat ( <i>sb.</i> ) | ritirata           | akchihane     | resturant      | lokanta                                       | réstoracijs,    |
|                        |                    | t' kethümit   | largue         | ukthën  | gostiönica      |
|                        |                    |               | permrapa       |   | povlačenje,     |
|                        |                    |               |                |   | uzmak           |

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|------------------------|----------------------|----------------|-----------------|---|-------------------|
| retreat ( <i>sb.</i> ) | ritirare             | me kthue       | me kthue        | ypohoris'                                     | povlačiti se, uz- |
| return                 | ritornare            | kethuemrapa    | e kethüeme-ia   | kthénem'                                      | micati            |
| revolver               | revolver             | alti patlare   | altipatlare     | revolvero                                     | vrátiti se        |
| rheumatism             | reumatismi           | rumatizma, yel | reumatisme      | reumatismo                                    | reumatizam        |
| rib                    | costola              | brii           | brii            | paidhe  | rebro             |
| rice                   | riso                 | oris           | orris           | ris   | pirinač           |
| rich                   | ricco                | zenjin         | tsejnin         | i passur                                      | bogat             |
| ride                   | montare a cavallo    | me hüp kalit   | me kalurue      | hippöh  | jáhati            |
| riding-horse           | cavallo da montare   | kal shalet     | me hüp kalit    | kalië pértë                                   | jahači konj       |
| rifle                  | fucile               | pushk          | pushke          | hippurë                                       | púška             |
| right                  | bene                 | mir            | mir             | dufëku  | prav              |
| right away             | 'pronti'             | hazer          | zonu tani       | spëit   | odmah             |
| right (direction)      | a destra             | n' diatht      | diathte         | idiathete                                     | désno             |
| ripe                   | matturo              | i piekne       | i piekun        | ebeere  | zréo f. zrela     |
| river                  | fiume                | lumi, prue     | lumi            | liumë   | réka              |
| road                   | strada               | ruga           | ruga            | udhë  | put, drum         |
| road (good)            | strada carroz-zabile | ruga e mir     | utha e rafshme  | grammi  | put, drum         |
| road (bad)             | stradetta            | ruga e keche   | utha e keche    | udhe duniàs'                                  | staza             |
| rock                   | roccia               | shkrep         | kodra           | vrahos  | stëna             |
| roof                   | tetto                | kulmi shpies   | kulm shstepiese | bulëeya                                       | krov              |
| room                   | stanza               | soba, oda      | oda             | kamari  | sóba              |
| root                   | radice               | raya           | rraye—a         | renia   | koren             |
| rope ( <i>sb.</i> )    | corda                | konop          | konapi          | litarë  | kónopac, uže      |

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|-----------------------|--------------------|-------------------|-----------------|---|-------------------------|
| rotten                | marcio             | e kalbt           | e kalbur        | ikalbete                                      | truo, skapan            |
| rough                 | ruvido, aspro      | kéch, zarshum     | vrashem         | eghr  | neravan                 |
| round                 | rotondo, intorno   | reth              | rethelatur      | stroughikouar                                 | ókrugao,<br>f. okrugla  |
| row ( <i>vb.</i> )    | remare             | me vozit          | me votsue       | héli kupii                                    | veslati                 |
| ruins                 | rovine             | remine            | ranue           | gremisura                                     | rúševine,<br>razvaline  |
| run                   | correre            | mengha            | rendey          | etsihi  | třčati                  |
| rushes                | canne              | shavare           | shavare         | skina   | ševár                   |
| Russia                | Russia             | Rusia             | Rusia           | Russi   | Rúsija                  |
| Russian               | Russo              | Rus               | Rusian          | Russo   | Rus                     |
| sack                  | sacco              | thes              | thesi           | thési   | džak, vreća             |
| sad                   | malinconico        | thimshum          | elmuar          | inderuar                                      | túžan                   |
| saddle ( <i>sb.</i> ) | sella              | shalla            | shalla          | sela  | sédlo                   |
| saddle ( <i>vb.</i> ) | sellare            | me vnue shalen    | me vnue shalene | sélé  | osédlati                |
| saddlebag             | bisaccia           | hebet e kolit     | duchit          | chisaki                                       | konjske bisage          |
| safe                  | salvo              | i p'shtun         | sijure          | paa frík                                      | siguran, čvrst          |
| sailing-vessel        | barca a vela       | barka me vela     | barka-i-err     | vark mè véli                                  | jedrilica               |
| sailor                | marinaio           | mucho             | ushtart detit   | marnér'                                       | mornar                  |
| sails                 | vele               | velat             | velat           | véleté  | jédрила                 |
| salt                  | sale               | krüp              | krippa          | krip  | sô, <i>gen.</i> soli    |
| salute ( <i>sb.</i> ) | saluto             | temena            | temena          | hairetis'                                     | pozdrav,<br>salutiranje |
| salute ( <i>vb.</i> ) | salutare           | më ba tëmëna      |                 | idhio   | posdraviti              |
| same                  | lo stesso          | jith ni, jeth nio | nuë             |   | isti                    |
| it is the same        | é lo stesso        | ai ashtjith       | ai asht nuë     |   | svejedno je             |
| this is the           | questo é lo stesso | ni kio asht       | kio asht si ko- |   | ovo je isto kao         |
| same as that          | di quello          | si kur ayo        | rayo            |   | ono                     |

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|-----------------|-----------------|--------------------|---------------|--|-------------------|
| sand            | sabbia          | ran                | tsalli        | rëra   | pésak             |
| sandbank        | banco di sabbia | ranet müs          | koder tsallit | annë endët' më                                 | peskovita obala,  |
| sandy           | sabbioso        | ranin              | ranishte      | rëra   | sprud             |
| Saturday        | Sabato          | E shtune           | Shtunde-ia    | ka reere                                       | peskovit          |
| saucepan        | casserola       | tenjerë            | tenjeret      | Estun  | Šubota            |
| save            | salvare         | me pushtu          | me shëlbue    | tigan  | šerpenja          |
| saw (for wood)  | sega            | shar               | sharra        | spetohi  | spasiti, izbaviti |
| say             | dire            | me thon            | me thone      | sërra  | tëstera           |
| I say           | io dico         | une thom           | une thonel    | thom   | kázati, reći      |
| thou sayest     | tu dici         | ti thue            | ti thue       | thom   | kázem             |
| he says         | egli dice       | ai thot            | ai thot       | ti thua  | kážeš             |
| we say          | noi diciamo     | na thona           | na thome      | aĩ thot  | káže              |
| you say         | voi dite        | yu thone           | yu thone      | thomi  | kázemo            |
| they say        | loro dicono     | ata thon           | ata thon      | yu thoĩ  | kážete            |
| I shall say     | io dirò         | une kam me<br>than | une poi kom   | ata thonë                                      | kážu              |
| I said          | io dissi        | une i thach        | une i thash   | ndo të thoõ                                    | kázacu            |
| scatter         | spargere        | mu shperda         | me shperdaa   | thase  | kázao sam, rekoh  |
| school          | scuola          | skoll              | shkoll        | skropis  | razbacati, razse- |
| scissors        | forbici         | gershan            | gersheret     | skolio   | jati, rasterati   |
| scout           | esplorare       | me diktue          | spiuni        | ghersërra                                      | škóla             |
| screw           | elika           | elik               | rotullë       | proskop'                                       | mákaze            |
| (propeller)     |                 |                    |               | vidha ë vaporit                                | izviditi          |
| sea             | mare            | det                | det           | jelica ë                                       | jelica, pero      |
| searchlight     | riflettore      | drit e fort        | drit e nates  | dëtti  | móre              |
|                 |                 |                    |               | provoli  | projector         |



| <i>English.</i> | <i>Italian.</i> | <i>Gheg.</i> | <i>Tosk.</i>   | <i>Chimariot</i><br>( <i>Southern Tosk.</i> ) | <i>Serbian.</i>   |
|-----------------|-----------------|--------------|----------------|---|-------------------|
| season          | stagione        | koha         | kohë-t         | epochihtë evititë                             | sezona            |
| sea-wall        | muraglia        | muri detit   | muri detit     | möoli   | zid mora          |
| secret          | segreto         | keshill      | keshillin      | te betse                                      | tajna, sekret     |
| secretary       | segretario      | sekretar     | chiapin        | kiatipi                                       | sekretár          |
| secretly        | segretamente    | tinzisht     | pshehura       | pseurazi                                      | tajno, sekretno   |
| see             | vedere          | mepa         | me paa         | söo   | videti            |
| seek            | cercare         | kerkue       | me kchiur      | kerkohl                                       | tráziti           |
| seize           | afferrare       | me mar       | me marre       | zéé   | uhápsiti uhvatiti |
| self            | se stesso       | vet          | vete           | véti airmë                                    | sam, lično        |
| sell            | vendere         | me shit      | me shitë       | sesh  | prodati           |
| semaphore       | semaforo        | semafor      | semafor        | simafor'                                      | semafor           |
| send            | mandare         | me chiuë     | me chiuë       | nder gohi                                     | póslati           |
| sentry          | sentinella      | nebetchi     | nebetchi       | skopoi  | strážar           |
| separate        | separare        | me da        | me daa         | ndaahi  | obaška, zasebno   |
| September       | Settembre       | Shtatori     | Shtatuer-ori   | Viéesta                                       | Septembar         |
| sergeant        | sergente        | chiansh      | chiauxh        | lohi  | narednik          |
| servant         | servitore       | hismechiar   | ütsmekiari     | hismekiari                                    | slúga             |
| serve           | servire         | me bo hüzmët | me sherbüe     | ypirëtis'                                     | služiti           |
| sew             | cucire          | me chep      | me kepe        | këp   | šiti, zašivati    |
| sextant         | sestante        | sextant      | sextant        | nië eghiahtë ë                                | seksân, sunco-    |
| shade           | ombra           | hiya         | hiya           | kyklos  | metar             |
| shake           | scuotere        | me shkun     | t' shkundun-it | hieyia  | senka             |
| shallow         | basso fondo     | tsek         | sasht i fel    | tunt  | tresti, mućkati   |
| shave           | radere          | me rue       | me rrue        | siste thele                                   | plitko            |
| sheep           | montone         | dashi        | dash-i         | ruen  | brijati           |
| sheet           | lenzuolo        | chiarchiaf   | chiarchiafi    | seliéthe                                      | óvca              |
|                 |                 |              |                | fleta   | čáršav            |

| <i>English.</i>     | <i>Italian.</i>      | <i>Gheg.</i>   | <i>Tosk.</i>     | <i>Chimariot</i><br>( <i>Southern Tosk.</i> ) | <i>Serbian.</i>               |
|---------------------|----------------------|----------------|------------------|---|-------------------------------|
| ship                | bastimento           | vapor          | vapor            | karav   | ládja, brod                   |
| shoe ( <i>sb.</i> ) | scarpa               | kpuzë          | keputsa          | sola  | polu cipela                   |
| shoe ( <i>vb.</i> ) | fare un ca-<br>vello | patku          | patku            | bath solëtë                                   | potkóvati                     |
| shoot               | tirare               | me chit puskh  | me chit          | kelohi me dufëki                              | púcati, stréljati,<br>gadjati |
| shop                | bottega              | dugai, duction | dughan           | dukian  | dućan                         |
| shore               | riva, spiaggia       | bregu i dedit  | n' brig t' detit | sterë   | óbala                         |
| short               | corto                | shkurt         | shkurte          | iskurtere                                     | krátak                        |
| shot                | colpo                | vra            | ovra             | rixá  | ubojno zrno,<br>tane, kuršum  |
| shoulder            | spalla               | krahi          | krahi            | supi  | ráme, pléce                   |
| shout               | gridare              | me bertitt     | t' britun-it     | therësh                                       | víkati, dratise               |
| show                | mostrare             | me kaltsue     | me kaltsue       | deftohi                                       | pokazivati                    |
| shrapnel            | granata              | shrapnel       | shrapnel         | balarmà                                       | šrapnel                       |
| shut (see close)    | chiudere             | me mshel       | me mshel         | bellihi                                       | zatvóriti                     |
| sick                | malato               | lig            | liik             | illik   | bólestan, slab                |
| side                | lato                 | ane            | bri, ane         | vendi   | strana                        |
| seize               | pigliare             | me kapp        | t' parunit       | të pariit                                     | izgled                        |
| sight               | vista                | t' pame        | nisan            | nisan   | znak, signal                  |
| signal              | segnalare            | me bo shei     | me neit thuitur  | ri paa foli                                   | múcati, útati                 |
| silent, to be       | silenzio             | me ba za       | me neit thuitur  |   |                               |
| silting             | melma                | sharue nu'i    | sharue ndui      | të vuliaxur' de<br>rërë                       | srebro                        |
| silver              | argento              | serm           | arjenti          | erghent                                       | još od, od kad                |
| since               | dopo                 | ch'mat koh     | pastay           | kedaéra                                       |                               |

| English.                | Italian.         | Gheg.                   | Tosk.           | Chimariot<br>(Southern Tosk). | Serbian.                     |
|-------------------------|------------------|-------------------------|-----------------|-------------------------------|------------------------------|
| sink ( <i>trans.</i> )  | affondare        | me sharue, me<br>fundue | me fundue       |                               | potonuti, potopiti           |
| sister                  | sorella          | mōter                   | motrer          | motra                         | sestra                       |
| sit                     | sedere           | me nei                  | me ndei         | rii                           | sédeti, sesti                |
| skilful                 | abile            | mieshtur i punes        | rase-a taari    | izoti                         | vešt                         |
| slaughter               | macello          | me théer                | me théer        | théer                         | klanje, kasap-<br>ljenje     |
| sleep                   | dormire          | me fiet                 | me fiet         | flée                          | spávati                      |
| sleeve                  | manica           | mang                    | maniketat       | magha                         | rukav                        |
| slow                    | lento            | i kadale                | yavash          | istrouare                     | spor                         |
| slowly                  | lentamente       | kadalë                  | kadali          | gaa dalle                     | poláko, lagano,<br>klaj-klaj |
| small                   | piccolo          | i vogel                 | i vogel         | vogle                         | mali                         |
| smaller                 | piu piccolo      | ma i vogel              | na vogel        | be ivoghl                     | mánji                        |
| smell ( <i>sb.</i> )    | odore            | eraa                    | here            | myrudí                        | miris                        |
| smell ( <i>trans.</i> ) | odorare          | meimar eer              | t' merrunit eer | maréeër                       | mirisati                     |
| smoke ( <i>sb.</i> )    | fumo             | tüm                     | timi            | píi duám                      | dim                          |
| smoke ( <i>vb.</i> )    | fumare           | me tümit                | me timur        | píi duham                     | pušiti                       |
| smooth                  | liscio           | l'mushum                | rafsh           | isso                          | gládak, tih                  |
| snow                    | neve             | bora                    | bora            | borra                         | sneg                         |
| soap                    | sapone           | sapun                   | sapuni          | sapun                         | sápun                        |
| soft                    | morbido          | büt                     | i bute          | ibut                          | mek                          |
| soldier                 | soldato          | ushtrar                 | ushtrar         | stratiot                      | vojnik                       |
| sometimes               | qualche volta    | kai her                 | gai her         | tsa herë                      | kádkad, ponékad              |
| somewhere               | in qualche posto | diku                    | diku            | tsoku                         | négde                        |
| son                     | figlio           | diali                   | diali           | diali                         | sin                          |
| song                    | canzone          | kong                    | kenga           | kenda                         | pesma                        |

| <i>English.</i>   | <i>Italian.</i> | <i>Gheg</i>    | <i>Tosh.</i>     | <i>Chimariot</i><br>( <i>Southern Tosk.</i> ) | <i>Serbian.</i>   |
|-------------------|-----------------|----------------|------------------|---|-------------------|
| soon              | presto          | tash shpeit    | shpetti          | nasinë  | uskóro, ubrzo     |
| sound (noise)     | rumore          | t'krisun       | ishendoshi       | therësh                                       | larma             |
| soup              | scandagliare    | sa uie ra      | sa uie ra        | di ghionet                                    | meriti dubinu     |
| sour              | minestra        | suppa          | suppa            | supa  | ćorba, supa       |
| sour milk         | agro            | tharpt         | etharte          | etharete, eidoure                             | kiseo, f' kisela  |
|                   | latte agro      | tomel i tharpt | chumeste etharte | kiumëstë,                                     | kiselo mléko      |
|                   |                 |                |                  | tetharete                                     |                   |
| southern          | meridionale     |                |                  | ga notia                                      | južni             |
| spade             | vanga           | terplote       | lapat            | liopata                                       | ššov              |
| spark             | scintilla       | vetim          | flakë            | tsika   | žiška, iskra      |
| speak             | parlare         | me fol         | me fole          | fias'   | govóriti          |
| specially         | specialmente    | masuz          | mahsus           |   | naročito,         |
|                   |                 |                |                  |   | vanredno          |
| speed             | rapidita        | shpeit         | shkon shpeite    | të spëitëtë                                   | břzina            |
| spirits           | alcol, spirito  | raki, spirito  | te pirat         | špirit  | špirit            |
| spoon             | cucchiato       | lughë          | luga             | spirtotë                                      | kášika            |
| spring            | primavera       | pranvera       | prendveera       | lughia  |                   |
| spring (of water) | sorgente        | krue           | krue             | behar   | próleeë           |
| spur              | sperone         | mahmuz         | mahmus           | krua  | izvor             |
| squadron          | squadrone       | vaparit        | vaporet          | spirun  | mámuza            |
| squall            | burrasca        | mumrum, mat i  | mumron           | stolo   | eskadron          |
| square            | quadrato        | kech           |                  | furtuna                                       | uragan            |
| stable            | stalla          | kater chioshe  | kater-kioshely   | me katr angon                                 | čëtvrtast,        |
| staircase         | scala           | aher           | ahri i kalit     | stavlo  | anvadrat'k        |
|                   |                 | shkallë        | scala            | skala   | kónjušnica, štala |
|                   |                 |                |                  |   | stépenice         |

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|-----------------------|--------------------------|---------------------------------------|---------------------------|---|-----------------------|
| stand                 | stare in piedi           | ri n' kom                             | ri n' kom                 | kendroi bë<br>kembë                           | stójeti               |
| star                  | stella                   | üllü                                  | uvit                      | anna endiathetë                               | zvezda                |
| starboard             | tribordo                 | n'diathten i va-<br>porit             | n' diathten te<br>vaporet | ë karavit                                     | desna strana<br>ladje |
| hard-a-star-<br>board | voltare di tri-<br>bordo | t'an diathten                         | shko net diadhthe         | sum gaa edia-<br>theta ë karavit              | sasvim na desno       |
| state                 | stato                    | shtët                                 | shtët                     | hali  | stanje                |
| station               | stazione                 | statsion                              | statsion                  | stathmoi                                      | stanica               |
| steal                 | rubare                   | me viell                              | me viethe                 | viëth   | ukrasti               |
| steam                 | vapore                   | avul                                  | avuli                     | atmoi   | pára                  |
| steamer               | vapore                   | vapor                                 | vapor                     | vapuar  | párobrod              |
| steel ( <i>adj.</i> ) | di acciaio               | i chielikit                           | chielikut                 | tsali   | čelični               |
| steel ( <i>sb.</i> )  | acciaio                  | chielik                               | chilike                   | atsali  | čelik                 |
| steering-gear         | timone                   | rota vaporit,<br>timoni               | rotula chielun<br>vaporin | rodha ë temenët                               | krmilo                |
| stem                  | stelo                    | ram                                   | dege                      | bisti   | oštrica kljuna        |
| stern                 | a poppa                  | permrapa vaporit                      | permrapa vaporit          | prymë   | zadnji deo broda      |
| steward               | cameriere                | hüsmechiar i<br>vaporit,<br>cameriere | hüsmechiar i<br>vaporit   | kamarotua                                     | izdavač hrane         |
| stick                 | bastone                  | shkap                                 | shkopi                    | skopi   | štap, batina          |
| still                 | ancora, tran-<br>quillo  | rahat, ethe                           | i rahat                   | akoma   | još, tiho             |
| stirrups              | staffe                   | zinji                                 | zinji                     | skala   | zengija               |
| stock (of a gun)      | canna di fucile          | dorsa pushkes                         | dorsa e pushkes           | kondak  | kundak                |

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|-----------------|-----------------|-----------------------|--------------------------|---|--------------------------|
| stoker          | fochista        | ziermi                | nieri chi ben<br>tsermin |   | ložac                    |
| stomach         | stomaco         | barki                 | stomaku                  | stomahi                                     | třbuh, stomak            |
| stone           | pietra sasso    | guri                  | guri                     | ghuri                                       | kámen                    |
| stony           | sassoso         | fort gur, gurin       | gurna                    | me gur                                      | kamenit                  |
| stop            | fermo           | nalu                  | kendro                   | kiendroi                                    | stoj!                    |
| stores          | provvigioni     | hanat, zahiret        | zahirit                  | apothikai                                   | životne                  |
| storm           | temporale       | mumrim, mot i<br>kech | fortune                  | fortuna                                     | namirnice                |
| straight        | diritto         | dreit                 |                          | dreki                                       | ólujá, bura              |
| strange         | strano          | hüchmet               | dogri<br>hüchmet         | ihouahe                                     | prav                     |
| strap           | cinghia         | rüp                   | rüp                      | ripë  | stran, nepoznat          |
| straw           | paglia          | kasht                 | kasht                    | kashta                                      | kajiš                    |
| straw (rice)    | paglia di riso  | kasht e orizet        | kashte orisit            | kasta erizit                                | sláma                    |
| stream          | ruscello        | prue                  | lumi i vogel             | viyia                                       | stabljika od<br>pirindža |
| street          | via, strada     | ruga                  | ruga                     | udhë  | pótok                    |
| strength        | forza           | forts                 | forts                    | fora  | úlica, sókak             |
| strike          | picchiare       | maru                  | me rrahe                 | kielohi, bië                                | snaga                    |
| string          | spago           | sijim                 | sijime                   | spango                                      | údarti                   |
| strong          | forte           | i fort                | i forte                  | ifort                                       | kanap                    |
| stupid          | stupido         | budall                | budala                   | ihouboor                                    | jak, snažan              |
| submarine       | sottomarino,    | sabmarin,             | sabmarin                 | ypovryhio                                   | glup                     |
|                 | sommersibile    | nendetze              |                          | xafna                                       | podvodna ladja,          |
| suddenly        | ad un tratto    | t' papritun           | pa priture               |   | sumarina                 |
|                 |                 |                       |                          |   | od jedánput,             |
|                 |                 |                       |                          |   | iznenadna                |

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|-------------------------|---------------------|------------------|--------------------|--|-----------------|
| sugar                   | zucchero            | shekier          | shekeri            | zahar  | šécer           |
| sugarcane               | canna da zucchero   | kallam shekierit | shekeri            | zaharokalamo                                   | šécerna trska   |
| suitable                | adatto              | i pelchiüshmë    | i viefshem         | countre dossete                                | podesan         |
| summer                  | estate              | vera             | vera               | kurkorënë                                      | léto            |
| sun                     | sole                | dilli            | dilli              | ndieli   | súnce           |
| Sunday                  | Domenica            | E dille          | Dile-ia            | Endiëlë  | Nédelja         |
| sunrise                 | levar del sole      | tlemit e dillit  | e dale e dielit    | kur ndel dieli                                 | izlaz súnca     |
| sunset                  | tramonto            | prenim i dillit  | e perduar e dielit | brëteron ndieli                                | zalaz súnca,    |
| supplies                | provvigioni         | hanat, t' prune. | jialet             | promithi                                       | sunce seda      |
| surgeon                 | chirurgo            | teshash          | hechim             | chirurgo                                       | nabavka         |
| surrender (see give in) | arrendersi          | teslim, me llan  | teslim             | dhëxem   | prédati se      |
| suspected               | sospetto            | shkübe           | i pa pritne        | me sioupée                                     | osumnjičen      |
| sweet                   | dolce               | i amel           | i embel            | eëble  | sládak          |
| swim                    | nuotare             | me ranot         | me baa mnot        | bëjë mnotë                                     | plívati         |
| sword                   | spada               | shpat            | shpat              | pala   | mač, sablja     |
| Syria                   | Siria               | Siria            | Siria              | Syria  | Sirija          |
| table                   | tavola              | sofer            | sofer              | trapëz   | sto, astal      |
| take                    | prendere            | me mar           | me marre           | mar  | túzeti          |
| talk                    | parlare             | me fol           | kuvendi            | fias'  | govóriti        |
| tall                    | alto                | i gât            | ijate              | liart  | visok           |
| tame                    | domestico, mansueto | i bût            | i sbutuem          | i boot   | pitom           |
| target (mark)           | bersaglio           | shei             | shei               | nisani   | nišan           |

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|-----------------------|---------------------|--------------------|-----------------------|---|--------------------------|
| taste                 | assaggiare          | kerkue             | kerkue                | dhokimas                                      | ukus                     |
| tea                   | té                  | chai               | chai                  | tsai  | čaj, tej                 |
| teach                 | insegnare           | me m'sue           | msoe                  | dhidhax                                       | učiti (nekoga)           |
| tear                  | stracciare          | me shkûe           | me shkûe              | tsier'  | cepatti                  |
| telegraph             | telegrafo           | telegraf           | telegraf              | telegraf                                      | télegraf                 |
| telegraph-office      | ufficio telegrafico | telegraf hannë     | telegraf-ofiz         | telegrafo                                     | télegraf                 |
| telescope             | telescopio          | teleskop           | teleskop              | teleskop                                      | teleskop                 |
| tell                  | dire                | me kaltsue         | me kaltsue            | thuayli                                       | kázati, reći             |
| tent                  | tenda               | chiader            | chiader               | tsandirë                                      | šator                    |
| tent-peg              | pinolo              | kuyat e chiadres   | huit e chiadres       | paluki etsand-irësë                           | kolac od šatora          |
| tent-pole             |                     | dürekli e chiadres | niri i vnon chia-dren | stirigm' etsand                               | namestač šatora          |
| tent-rope             | corda da tenda      | konopi chiadres    | konopi i chiadres     | terkuza etsand-irësë                          | konopac od šatora        |
| thank                 | ringraziare         | falemineres        | faleminderes          | berkiarvësën                                  | zahváliti, zablagodarití |
| that ( <i>adj.</i> )  | quello              | ato                | ate                   | të  | da                       |
| that ( <i>pron.</i> ) | che                 | chet               | chet                  | ayio  | to, ono                  |
| thaw                  | sgelo               | ushkri             | me te skrire          | tsigra eme-ghiésné                            | otápanje                 |
| thee                  | tu                  | ti                 | ti                    | ti  | tebe                     |
| their                 | il loro             | i atüne            | ate                   | eatirë  | njñhov                   |
| theirs                | loro                | i atunei           | ate                   |   | njñhov                   |
| them                  | allora              | ata                | ata                   | eatirë  | njih, njíma              |



| <i>English.</i>        | <i>Italian.</i>       | <i>Gheg.</i> | <i>Tosk.</i> | <i>Chimariot<br/>(Southern Tosk).</i> | <i>Serbian.</i>              |
|------------------------|-----------------------|--------------|--------------|---------------------------------------|------------------------------|
| then (after that)      | dopo                  | masanei      | pastai       |                                       | zatim, posle toga            |
| thence                 | da li                 | masanei      | pastai       | kendahéra                             | otuda                        |
| the other(s)           | l'altro, gli altri    | tiert        | ai tietri    | eatilt                                | oni, drugi                   |
| there                  | li                    | chiati       | atie         | atie                                  | támo, onamo                  |
| thermometer            | termometro            | termometer   | termometer   | thermometro                           | termometar                   |
| these ( <i>adj.</i> )  | questi                | cheto        | cheto        |                                       | ovi                          |
| these ( <i>pron.</i> ) | questi                | kto          | keta         |                                       | ovi                          |
| they                   | loro                  | ata          | atá          | ata                                   | oni                          |
| thick                  | spesso, grosso, denso | i trāsh      | i drashe     | i trass                               | gust, débeo, f. debela, čest |
| thief                  | ladro                 | hain         | haidut       | kusari                                | lopov, kradljivac            |
| thimble                | ditale                | n'gishdia    | ingishte     | dactylithra                           | náprstak                     |
| thin                   | sottile, magro        | i holl       | iolle        | i hole                                | tának                        |
| thine                  | tuo                   | i yuei       | i yuei       | yotia                                 | tvoj                         |
| thing                  | cosa                  | shkado       | prunë        | ghié                                  | stvar                        |
| think                  | pensare               | kuitoi       | kuitoi       | skupeton                              | misliti                      |
| thirst                 | sete                  | het          | het          | më viën ët                            | žedj                         |
| this                   | questo                | kio          | kü           | kiyo                                  | óvo                          |
| those ( <i>pron.</i> ) | quelli                | ato          | keta         | ata                                   | oni                          |
| thread                 | filo                  | peni         | peni         | pë, péri                              | konac                        |
| threaten               | minacciare            | met' müt     | t' müs       | etremp                                | prétati                      |
| throat                 | gola                  | füti         | germasi      | gusha                                 | grlo, guša                   |
| thunder                | tuono                 | bumullim     | mumron       | ghemimi                               | grom                         |
| Thursday               | Giovedì               | Eite         | Edia         | Eniëtë                                | četvrtak                     |
| tie ( <i>sb.</i> )     | cravatta              | lithun       | lithe        | elith                                 | mašna                        |

| <i>Englis.</i>     | <i>Italian.</i>        | <i>Gheg.</i>  | <i>Tosk.</i>          | <i>Chimariot<br/>(Southern Tosk).</i> | <i>Serbian.</i>       |
|--------------------|------------------------|---------------|-----------------------|---------------------------------------|-----------------------|
| tie ( <i>vb.</i> ) | legare                 | me lith       | me lith               | goost                                 | vezati                |
| tight              | stretto                | shterngushum  | shternguem            |                                       | zategnut,<br>stegnūt, |
| time               | tempo                  | vakti         | vakti                 | koha                                  | vréme                 |
| timid              | timido                 | i tutshum     | i tremshmi            | i toorpsim                            | strásljiv, plasljiv   |
| tired              | stanco                 | i lothun      | i lothur              | i lliodour                            | úmoran                |
| to                 | a                      | me            | me                    | dè                                    | ka, k, u              |
| tobacco            | tabacco                | duhan         | duhon                 | duam                                  | duvan                 |
| to-day             | quest' oggi            | sot           | sot                   | sotë                                  | dánas                 |
| toe                | dito del piede         | gishti i kams | gisterinte e<br>kombe | gisti imath                           | palac noge            |
| to-morrow          | domani                 | neser         | nesser                | nésere                                | sútra                 |
| tongue             | lingua                 | giuha         | giuha                 | ghiua                                 | jezik                 |
| to-night           | questa notte           | sonte         | sonte                 | soonte                                | nočas                 |
| too                | anche                  | ethe          | forte                 | dhè                                   | takodje, tako isto    |
| tool               | arnese, stru-<br>mento | hallat        | hallate               | argali                                | alat                  |
| tooth              | dente                  | tham          | thembet               | dhembì                                | zub                   |
| toothache          | mal di denti           | thim thamit   | e thembur,<br>e thame | medhem dhembì                         | zubobolja             |
| top-boot           | stivali                | chisme        | chisma                | kepuç                                 | čizma                 |
| torpedo            | torpedine              | torpido       | tarpido               | torpila                               | torpedo               |
| tough              | toccare                | me prek       | me preke              | ezëe                                  | pípati                |
| tough              | duro                   | i fort        | i forte               | egooree                               | tvrđ                  |
| towards            | verso                  | kah           | kah                   |                                       | ka, k                 |
| towel              | acsiugamano            | peshkir       | servietta             | petséta                               | pěškir                |
| tower              | torre                  | turë          | tura                  | kula                                  | kula                  |

| <i>English.</i> | <i>Italian.</i>    | <i>Gheg.</i>     | <i>Tosk.</i>           | <i>Chimariot</i><br><i>(Southern Tosk.)</i> | <i>Serbian.</i>   |
|-----------------|--------------------|------------------|------------------------|---|-------------------|
| town            | citta              | shehur           | shehuri                | politi                                      | vároš             |
| track           | traccia            | jurme            | ferkeme                | nisanëtë udhë                               | stáza             |
| translation     | traduzione         | perkethim giuhet | te kthumit e<br>giuhes | exigissi                                    | prevod            |
| treacherous     | traditore          | i pabes          | trathture              | ipaa bess                                   | izdájnički,       |
| tree (fruit)    | albero             | pemë             | pemë                   | fará  | neveran           |
| tribe           | tribu              | fisi             | fisse                  | vété bë të katr                             | dívo              |
| trot            | trotto             | trok             | trok                   | anakohi                                     | pleme             |
| truce           | tregua, armistizio | besë             | besë                   | karo për të                                 | kas               |
| truck           | carretta           | kerr-i-votser    | keri vogel             | garguar'                                    | primirje          |
| true            | vero, sincero      | evartet          | ivertete               | dhokimasi                                   | vagon, špedi-     |
| try             | provare            | munou            | munoue                 | Emarta                                      | terska kola       |
| Tuesday         | Martedì            | Emarte           | Marte                  | Turk  | veran, odan       |
| Turk            | Turco              | Turk             | Turk                   | Turki                                       | pokúšati, probati |
| Turkey          | Turchia            | Turchia          | Turchia                | kthénem prapa                               | Útorak            |
| turn back       | voltarsi in dietro | kthue mrapa      | kthue mrapa            | kula evoghlë                                | Túrčin            |
| turret          | torricella         | tur votser       | kulets                 | skupeton                                    | Túrška            |
| unconscious     | insensibile        | t' pákt          | hupun mech             | néné vétë                                   | okrénuti se,      |
| under           | sotto              | nente            | nene                   | kupetohi                                    | povratiti se      |
| understand      | capire             | me mor vesht     | me mor veshte          | tzisem'                                     | toranj            |
| undress oneself | spogliarsi         | mu desh          | me difshu              | epaa handeouer                              | onesveshen        |
| unexpected      | inaspettato        | t' pa pritné     | i pa pritur            | ikeki                                       | ispod, ozdó, pod  |
| unjust          | ingiusto           | t' pa dreit      | ipadrete               |   | razumeti          |
|                 |                    |                  |                        |   | skinuti se, svući |
|                 |                    |                  |                        |   | se                |
|                 |                    |                  |                        |   | neóčekivan        |
|                 |                    |                  |                        |   | népravedan        |

| <i>English.</i> | <i>Italian.</i>   | <i>Gheg.</i>    | <i>Tosk.</i>    | <i>Chimariot</i><br>( <i>Southern Tosk.</i> ) | <i>Serbian.</i>              |
|-----------------|-------------------|-----------------|-----------------|---|------------------------------|
| unlucky         | sfortunato        | i panafak       | pabaft          | ipaa kismet                                   | nésrećan                     |
| unpleasant,     | spiacevole,       | palezet         | i papelchushum  | nouk pelkën,                                  | neprijatan                   |
| unsuitable      | disadatto         | nuk vin         | nuk vün         | nouk ist mir                                  | nepodesan                    |
| untrue          | non e vero, falso | sasht vertet    | ipavertete      | sist ivretet                                  | neveran, lazan               |
| us              | noi               | na              | na              | na  | nas, nama                    |
| use (vb.)       | adoperare         | me perdorue     | metiün          | metahirisën                                   | upotrebiti                   |
| useful          | utile             | vievshme        | e vüshme        | veyëen  | zgodan, upotre-<br>bljiv     |
| useless         | inutile           | e pa vievshme   | nuk vun         | sveyëen                                       | uzaludan, neupo-<br>trebljiv |
| valley          | valle             | n' grük         | m'gruk          | fusë  | dolina                       |
| valuable        | di valore         | e kushtushme    | i kushtushum    | veyën   | skupocen                     |
| veal            | vitello           | mish vichit     | mishi vichit    | mish të vitsit                                | télećina                     |
| vengeance       | vendetta          | t' tsora jiakin | en tsora jiakun | ekdhikis                                      | osveta                       |
| very            | molto             | fort            | shume           | shum  | vlo                          |
| victuals        | vitto             | hanat           | jialat          | tayit   | hrána                        |
| village         | villaggio         | katum           | kafshat         | fsat  | sélo                         |
| violent         | violento          | i tranun        | i riembuer      | yegr  | silan                        |
| visit           | visita            | visit           | visita          | vizita  | poseta, visita               |
| visit (to)      | visitare          | visita          | me visit        | episképsem                                    | posetiti                     |
| voice           | voce              | zani            | me visit        | zeri  | glas                         |
| voyage          | viaggio           | per rugh        | uthtar          | taxidh  | pútovanje                    |
| wade            | passare a guado   | me dal uien     | mehi n' uie     | skohi   | gaziti u vody                |
| waist           | vita              | beli            | chinta          | mesë  | struk, pojas                 |
| wait            | aspettare         | me prit         | prit            | pres'   | čekati                       |
| wake (to)       | svegliare         | mu chue prei    | mu chue prei    | sfiëe   | probúdiiti                   |
|                 |                   | jumit           | jumit           |   |                              |

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|----------------------|-----------------|-------------------|--------------------|---|-----------------|
| walk                 | • camminare     | me hetse          | me hetse           | etsehi  | šetati se, ici, |
| wall                 | muro            | murri             | murri              | muri  | hoditi pésice   |
| war                  | guerra          | luft              | luft               | luftë   | zid             |
| warm                 | caldo           | zeet              | intsette           | ighroete                                      | rat             |
| warn                 | avvisare        | me ba, me dit     | me baa, me dite    | symvulëps                                     | topao, vruć     |
| wash                 | lavare          | me la             | me la              | liaahi  | upozoriti       |
| wash oneself         | lavarsi         | me la             | polahna            | liaëm   | práti           |
| waste                | sprecare        | me chitposht      | me chitposht       | erimax'                                       | umíti se        |
| watch ( <i>sb.</i> ) | orologio        | sahat             | sahati             | saat  | umati           |
| watch ( <i>vb.</i> ) | sorvegliare     | me k'chur         | me k'chur          | ruahi   | sat, časovnik   |
| water                | acqua           | uië               | uië                | uyië  | páziti, čuvati  |
| water-bottle         | boccia          | gastaria uië      | gota e uiyit       | botilia ë uytë                                | vóda            |
| water-carrier        | portatore       | nieri chi ban uyi | niri chi ban uiyin | ai kië bår uyië                               | flaša za vody   |
| waterskin            | d'acqua         |                   |                    |   | nósač vóde,     |
| wave                 | sacco di cuoio  | tulum te uit      | orshe tulum        | musama  | vodonosac       |
| we                   | onda            | tallaz            | vala e uiyt        | valia   | méchur, puvalo  |
| weak                 | noi             | na                | na                 | na  | talas           |
| wear                 | debole          | liksh, na patakat | idobët             | paa fouki                                     | mi              |
| weather              | indossare       | muvesh            | muvesh             | vës   | slab, nekaj     |
| wedge                | tempo           | koha              | koha               | koa   | nositi          |
| Wednesday            | bietta          | me ras            | me ras             | paluki  | vrème, pagoda   |
| week                 | Mercledi        | E merkur          | Merkurre-ia        | Emerkurë                                      | zaglavac        |
| weigh                | settimana       | yav, yava         | yav                | yava  | srëda           |
| weight               | pesare          | me peshue         | me peshoe          | zyghis  | nédelja         |
| well ( <i>adj.</i> ) | peso            | ronn              | rendessira         | te rnte                                       | težiti          |
|                      | bene            | mir               | mir                | mir   | težina          |
|                      |                 |                   |                    |   | zdrav           |

| English.    | Italian.         | Gheg.       | Tosk.       | Chimariot<br>(Southern Tosk). | Serbian       |
|-------------|------------------|-------------|-------------|-------------------------------|---------------|
| well (sb.)  | pozzo            | bunar, pus  | bunari      | pus'                          | bunar         |
| well-known  | conosciuto       | i jeofishum | inioftur    | iniooure                      | dobro poznat  |
| west        | ovest, occidente | vest        | vest        |                               | zapad         |
| wet         | bagnato          | lagt        | ilagur      | illiagour                     | mokar         |
| what        | quello che       | chfar       | chfar       | tsist                         | šta, što      |
| what ?      | che cosa ?       | shka        | shka        | tsist ?                       | šta, što      |
| wheat       | frumento         | grun        | grun-i      | gruurë                        | žito          |
| wheel       | ruota            | rota        | rota        | rodha                         | točak, kolo   |
| when (adv.) | quando           | kur         | kur         | kur                           | kad, kada     |
| when ?      | quando ?         | kur         | kur         |                               | kad, kada     |
| where       | dove             | ku          | ku          | ku                            | gde, di, kuda |
| wherever    | dovunque         | jeth kun    | kur te dush | ku do                         | ma gde        |
| whether     | se               | se          | se          | dë                            | dali, ili     |
| which       | quale            | tsilli      | chillen     | tsiinë                        | koji          |
| whip        | frusta           | kamjik      | kamjik      | kamtsi                        | bič, korbač   |
| white       | bianco           | barth       | i barthë    | ibarde                        | béo, f. béla  |
| who         | che              | kush        | kush        | aï kië                        | koji, ko      |
| whole       | intero           | t'jitha     | tjithat     | etere                         | céo, f. cela  |
| why         | perchë           | pse         | perse       | per sè                        | zašto, a što  |
| wide        | largo            | ijere       | ijere       | ighere                        | širok         |
| widow       | vedova           | eve, vegush | eve         | evé                           | udovica       |
| wife        | moglie           | grue        | grueya      | gruayia                       | žena          |
| wild        | selvaggio        | eger        | iegur       | yëgre                         | divlji        |
| willing     | compiacente      | me vulnet   | ingu shum   | hazer                         | voljan        |
| win         | vincere          | me fitue    | fitoim      | kerdhës                       | zadobiti      |
| wind (sb.)  | vento            | err         | e           | cëra                          | vétar         |
| wind (vb.)  | girare           | me greh     | me greh     |                               | navijati      |

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|-----------------------|--------------------------|------------------|---------------------|---|--------------------|
| window                | finestra                 | penjere, dritore | penjeria            | fanestra                                      | prozor, pendžer    |
| wine                  | vino                     | ven              | venë                | ver   | vino               |
| wing                  | ala                      | krah             | krahe               |   | krilo              |
| winter                | inverno                  | dinni            | dimerii             |   | zima               |
| wire                  | fil di ferro             | tell             | tel                 | dimeri  | žica, drot         |
| wireless              | telegrafia               | telegrafi pa tel | telegrafe pa tel    | syrm  | telegraf bez žica, |
| telegraphy            | senza fili               |                  |                     | telegraf paa tēli                             | Markoni            |
| wise                  | saggio                   | i mechium        | imenchme            | imentsoure                                    | učevan, pametan    |
| wish                  | desiderio                | dishroi          | shpresoi            | dua   | želja              |
| with (accom-          | con                      | me               | me                  |   | s (sa)             |
| panying)              |                          |                  |                     |   |                    |
| without               | senza                    | paa              | paa                 | paa   | bez                |
| witness               | testimonio               | ispat            | ispati              | sait  | svedok             |
| wolf                  | lupo                     | uku              | uku                 | uikhu   | vuk, kurjak        |
| woollen               | di lana                  | leshit           | i lechite           | elliest                                       | vunen              |
| woman                 | donna                    | grue, gruya      | gruya               | grua  | žena               |
| wood                  | bosco                    | zabel, pill      | zabel               | piil  | drvo               |
| word                  | parola                   | fial             | fial                | fialia  | reč                |
| work                  | lavoro                   | pun              | pun                 | punohi  | posao, rad         |
| world                 | mondo                    | durgnaya         | düğniaya            | duniala                                       | svet               |
| worse, worst          | peggio                   | ma kech,         | fort ma keche, fort | be illik, soum                                | góri, nájgori      |
|                       |                          | kech             | keche               | illik   |                    |
| worth ( <i>adj.</i> ) | valore                   | kushton          | kushton             | vëyën   | vredan, zaslužan   |
| wound                 | ferita                   | vara             | plagos              | liavos'                                       | rana               |
| wounded               | ferito                   | i varun          | i plagosur          | illiavossour                                  | ranjen             |
| wreck                 | naufragio                | vapori chi mütet | umüt vapori         | tebiturë                                      | bródom             |
| wreckage              | resti di un<br>naufragio | vapori e thüm    | umüt                | ghieratë tebiturë                             | brodomstvo         |

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|-----------------|------------------|-------------------|-------------------|---|-----------------|
| write           | scrivere         | me shkruhe        | me shkruhe        | u skruahi                                     | pisati          |
| I write         | scrivo           | une shkruui       | une shkruui       |   | pišem           |
| thou writest    | scrivi           | ti shkrun         | ti shkrun         |   | pišeš           |
| he writes       | scrive           | ai shkrun         | ai shkrun         |   | piše            |
| we write        | noi scriviamo    | na shkruima       | na shkruim        |   | pišemo          |
| you write       | voi scrivete     | yu shkruni        |                   |   | pišete          |
| they write      | loro scrivono    | ata shkruin       | ata shkrun        |   | pišu            |
| I shall write   | scrivero         | une kam me        | ai te shkruine    |   | pišaću          |
|                 |                  | shkruue           |                   |   |                 |
| thou wilt write | tu scriverai     | tikemem shkruue   | ne te shkruime    |   | pišaćeš         |
| he will write   | egli scriverà    | ai ka mem         | ai ka me shkruue  |   | pišaće          |
| we shall write  | noi scriveremo   | na kena me        | na kena me        |   | pišaćemo        |
|                 |                  | shkruue           | shkruue           |   |                 |
| you will write  | voi scriverete   | yu keni me        | yu keni me        |   | pišaćete        |
|                 |                  | shkruue           | shkruue           |   |                 |
| they will write | loro scriveranno | ata kan me        | ata kan me        |   | pišaće du       |
|                 |                  | shkruue           | shkruue           |   |                 |
| I wrote         | scrissi          | une i kam         | une i kam         |   | pisao sam       |
|                 |                  | shkruue           | shkruue           |   |                 |
| thou wrotest    | tu scrivesti     | ti i ke shkruue   | ti i ki shkruue   |   | pisao si        |
| he wrote        | egli scrisse     | ai ka shkruue     | ai ka shkruue     |   | pisao je        |
| she wrote       | ella scrisse     | ayo ka shkruue    | ayo ha shkruue    |   | pisala je       |
| we wrote        | noi scrivemmo    | na i keni shkruue | nai keni shkruue  |   | pisalismmo      |
| you wrote       | voi scriveste    | yu i kini shkruue | yu i kini shkruue |   | pisaliste       |
| they wrote      | loro scrissero   | ata kan shkruue   | ata kan shkruue   |   | pisalisu        |
| I do not write  | non scrivo       | une nuk shkruui   | nuk shkruahi      |   | ne pišem        |



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|-------------------|-------------------|------------------|-------------------|---------------------------------------|------------------|
| he does not write | egli non scrive   | ai nuk po shkrun | ai nuk shkruine   |                                       | ne piše          |
| we do not write   | noi non scriviamo | na nuk shkruim   | na nuk i shkruime |                                       | ne pišemo        |
| you do not write  | voi non scrivete  | yu nuk shkrueni  | yu nuk shkruni    |                                       | ne pišete        |
| they do not write | loro non scrivono | ata nuk shkruin  | ata nuk shkrun    |                                       | ne pišu          |
| do you write ?    | lei scrive ?      | apa shkruen.     | a po shkrun ?     |                                       | pišete li ?      |
| wrong (evil)      | male              | pa preit, kish   | kesh              | sistastou                             | rdjavo, pogrešno |
| yacht (sailing)   | yotte, lancia     | vapori i chiefit | vapor i chiefit   | thalagigo                             | jahta            |
| yard (measure)    | metro, solo,      | kuti             | kuti              | yardha                                | aršin            |
|                   | 96 centimetri     |                  |                   |                                       |                  |
| year              | anno              | motmoti          | mot-moti          | viti = age                            | gódina           |
| yellow            | giallo            | verll            | iverdhe           | everde                                | žut              |
| yes               | si                | po               | po                | ee                                    | jest, da         |
| yesterday         | ieri              | diè              | diè               | diè                                   | juče             |
| yet               | eppure            | ethe             | akoma             | méte téra                             | ipak             |
| nevertheless      | non ostante       | me jith ket      | me jith ket       |                                       | médju tim        |
| notwith-          | nullameno         | pa hich          |                   |                                       | ma da            |
| standing          |                   |                  |                   |                                       | u inat           |
| in spite of       |                   |                  |                   |                                       | vi               |
| you               | voi               | ti, yu           | ti                | yu                                    | mlad             |
| young             | giovine           | iri              | iri               | iri                                   | vaš, vaša, vaše, |
| your              | vostro            | i yui            | i yui             | yuayii                                | pl. vaši, vaše,  |
|                   |                   |                  |                   |                                       | vaša             |

| English. | Italian.     | Gheg.            | Tosk.          | Chimariot<br>(Southern Tosk). | Serbian.         |
|----------|--------------|------------------|----------------|-------------------------------|------------------|
| 1        | uno          | gna              | ni             | nië                           | jëdan            |
| 2        | due          | du               | dü             | di                            | dva              |
| 3        | tre          | tre              | tre            | tri                           | tri              |
| 4        | quattro      | kater            | kater          | katr                          | çëtiri           |
| 5        | cinque       | pese             | pese           | pës                           | pët              |
| 6        | sei          | giashte          | dvasht         | ghiasht                       | ësëst            |
| 7        | sette        | shtate           | shtate         | stat                          | sedam            |
| 8        | otto         | tete             | tete           | tët                           | osam             |
| 9        | nove         | nande            | n' dande       | nendë                         | dëvet            |
| 10       | dieci        | dhiete           | dhete          | dhietà                        | dësët            |
| 11       | undici       | gnimëdhiete      | nüim-dhete     | nië-mbë-dhiët                 | jedánaest        |
| 12       | dodici       | dume dhiete      | düm-dhete      | diëmbë-dhiët                  | dvánaest         |
| 13       | tredici      | trémëdhiete      | trem-dhete     | trë-mbë-dhiët                 | trinaest         |
| 14       | quattordici  | katermëdhiete    | katerm-dhete   | katr-mbë-dhiët                | cetfnaest        |
| 15       | quindici     | pësemëdhiete     | pësem-dhete    | pës-mbë-dhiët                 | pëtnaest         |
| 16       | sedici       | giashtemëdhiete  | jyashtem-dhete | ghiasht-mbë-dhiët             | šésnaest         |
| 17       | dieciassette | shtatëmëdhiete   | shtatem-dhete  | statë-mbë-dhiët               | sedámnaest       |
| 18       | dieciotto    | tëtëmëdhiete     | tetem-dhete    | tët-mbë-dhiët                 | osávnaest        |
| 19       | dieciannove  | nandemëdhiete    | nonem-dhete    | nendë-mbë-dhiët               | devëtnaest       |
| 20       | venti        | nizët            | nyitset        | nizët                         | dvádeset         |
| 21       | ventuno      | nizët e gna      | nitsetenyi     | nizët ë mië                   | dvádeset i jëdan |
| 30       | trenta       | trii dhiet       | trethete       | trii dhietà                   | trideset         |
| 31       | trentuno     | trii dhiet e gna | trithete e nyi | trii dhietà ë nië             |                  |
| 40       | quaranta     | kater dhiet      | katerthete     | dizët                         | çëtredësët       |

| <i>English.</i> | <i>Italian.</i> | <i>Gheg.</i>            | <i>Tosk.</i>               | <i>Chamariot</i><br>( <i>Southern Tosk.</i> ) | <i>Serbian.</i>      |
|-----------------|-----------------|-------------------------|----------------------------|---|----------------------|
| 41              | quarantuno      | kater dhiet e gna       | katerthete e nyi           | dizèt ë nië                                   |                      |
| 50              | cinquanta       | pese dhiet              | pesethete                  | pésë dhiet                                    | pedésët              |
| 51              | cinquntuno      | pese dhiet e gna        | pesethete e nyi            | pésë dhiet ë nië                              |                      |
| 60              | sessanta        | giashte dhiet           | jyashtethete               | ghiasht-ë-dhiët                               | šésët, šezdesët      |
| 61              | sessantuno      | giashte dhiet e gna     | jyashtedhete e nyi         | ghiasht-ë-dhiët ë nië                         |                      |
| 70              | settanta        | shtate dhiet            | shtate thete               | statë-ë-dhiët                                 | sedamdesët           |
| 71              | settantuno      | shtate dhiet e gna      | shtate thete e nyi         | statë-ë-dhiët ë nië                           |                      |
| 80              | ottanta         | tete dhiet              | tete thete                 | tétë-dhiët                                    | osamdesët            |
| 81              | ottantuno       | tete dhiet e gna        | tete thete e nyi           | tétë-dhiët ë nië                              |                      |
| 90              | novanta         | nande dhiet             | ndane thete                | nendë-dhiët                                   | dévedésët            |
| 91              | novantuno       | nande dhiet e gna       | ndande thete e nyi         | nendë-dhiët ë nië                             |                      |
| 100             | cento           | gna kint                | nyi chiude                 | nië-kint                                      | sto, stotina         |
| 101             | centuno         | gna kint e gna          | nyi chiude e nyi           | nië-kint ë nië                                | sto jedan            |
| 110             | centodieci      | gna kint e dhiete       | nyi chiude e dhete         | nië-kint ë dhiet                              | sto deset            |
| 111             | centoundici     | gna kint e gnime dhiete | nyi chiude e nym-dhete     | nië-kint ë nië mbë-dhiët                      | sto jedanaesët       |
| 120             | centoventi      | gna kint e nizet        | nyi chiude e nyitset       | nië kint ë nitset                             | sto dvadesët         |
| 121             | centoventuno    | gna kint e nizet e gna  | nyi chiude e nyitset e nyi |   | sto dvadesët i jedan |
| 130             | centotrenta     | gna kint e trii dhiet   | nyi chiude e tri-dhete     | nië kint ë tri-dhiët                          | sto tridesët         |
| 200             | duecento        | du kint                 | dü chiude                  | di-kint                                       | dve stótine, dvesta  |

| <i>English.</i> | <i>Italian.</i> | <i>Gheg.</i>               | <i>Tosk.</i>                 | <i>Chimariot</i><br>( <i>Southern Tosk.</i> ) | <i>Serbian.</i>   |
|-----------------|-----------------|----------------------------|------------------------------|---|-------------------|
| 201             | duecentouno     | du kint e gna              | dü chiude e nyi              | di-kint ë nië                                 |                   |
| 210             | duecentodieci   | du kint e dhiete           | dü chiude e thete            | di-kint ë dhiët                               |                   |
| 211             | duecentoundici  | du kint e<br>gnimedhiete   | dü chiude e nym-<br>dhete    | di-kint ë nië mbë<br>dhiët                    |                   |
| 220             | duecentoventi   | du kint e nizet            | dü chiude e<br>nyitset       | di kint ë nitset                              |                   |
| 221             | ducentoventuno  | du kint e nizet e<br>gna   | dü chiude e nyitset<br>e nyi | di kint ë nizet ë<br>nië                      |                   |
| 230             | duecentotrenta  | du kint e trii dhiet       | dü chiude e<br>trithete      | di-kint-ë-tridhiet                            |                   |
| 300             | trecento        | tre kint                   | tre chiude                   | tre-kint                                      | tri stótine       |
| 400             | quattrocento    | kater kint                 | kater chiude                 | katr-ë-kint                                   | čććiri stótine    |
| 500             | cinquecento     | pese kint                  | pese chiude                  | pésë-kint                                     | pet stótina       |
| 600             | seicento        | giashte kint               | lyashte chiude               | ghiasht-ë-kint                                | šest stótina      |
| 700             | settecento      | shtate kint                | shtate chiude                | statë-ë-kint                                  | sedam stótina     |
| 800             | ottocento       | tete kint                  | tete chiude                  | tétë-ë-kint                                   | ósam stótina      |
| 900             | novecento       | nande kint                 | nande chiude                 | nendë-ë-kint                                  | dévet stótina     |
| 1,000           | mille           | gna mii                    | nyi mii                      | nië-miyië                                     | hiljada           |
| 1,001           | mille e uno     | gna mii e gna              | nyi mii e nyi                | nië-miyië-ë-nië                               | hiljadu jesdan    |
| 1,010           | mille e dieci   | gna mii e dhiete           | nyi mii e thete              | nië-miyië-ë-nië<br>dhiët                      | hiljadu deset     |
| 1,011           | mille e undici  | gna mii e gnime-<br>dhiete | nyi mii e nim-<br>thete      | nië-miyië-ë nië<br>dhiët                      | hiljadu jedanaest |
| 1,020           | mille e venti   | gna mii e nizet            | nyi mii e                    | nyicet  |                   |
| 1,021           | mille e ventuno | gna mii-e-nizet-e<br>gna   | nyi mu e<br>nyi mu e         | nyicet e nyi                                  |                   |
| 2,000           | due mila        | du mii                     | dü mii                       | di-miyië                                      | dve hiljade       |

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|-----------------|-----------------|----------------|----------------|---------------------------------------|-----------------|
| 10,000          | dieci mila      | dhiete mii     | dhete mii      | dhiet miyë                            | deset hiljada   |
| 100,000         | cento mila      | gna kint mii   | nyi chiude mii | nië-kint-miyë                         | sto hiljada     |
| $\frac{1}{2}$   | mezzo           | ghiusme        | lyuse          | ghism                                 | pôla            |
| $\frac{1}{4}$   | un quarto       | kartë, chereki | katirt         | nië kartë                             | cétvrt, frtalj  |
| both (of them)  | tutti e due     | te dv          | te dü          | të di bask                            | oba, sbadva     |
| first           | primo           | i pari         | pare           | ipari                                 | přvi            |
| second          | secondo         | i düti         | düte           | iditi                                 | drugi           |
| third           | terzo           | i trëti        | trete          | itrëti                                | trëci           |

## QUESTIONS AND ANSWERS

*I. Italian.*

*G. Gheg (North).*

*T. Tosk.*

*Chi. Chimariot (Southern Tosk).*

*S. Serbian.*

### TIME AND PLACE

#### Where is ?

- I.* Dove è ?  
*G.* Ku asht ?  
*T.* Ku ashte ?  
*Chi.* Ku ist ?  
*S.* Gde je ?

#### Where are they ?

- I.* Dove sono ?  
*G.* Kuyan ata ?  
*T.* Kuyan ata ?  
*Chi.* Ku yanë ?  
*S.* Gde su oni ?

#### They are here.

- I.* Sono qui.  
*G.* Ata yon ketu.  
*T.* Ata yan ketu.  
*Chi.* Ketu yanë.  
*S.* Oni su ovde.

#### He is not here.

- I.* Egli non è qui.  
*G.* Ai sasht ketu.  
*T.* Ai nuk ashte ketu.  
*Chi.* Ai nuk' ist atië.  
*S.* On nije ovde.

#### Where are you going ?

- I.* Dove andate ?  
*G.* Ku poshkon ?  
*T.* Kupo shkon ti ?  
*Chi.* Ku viyi ?  
*S.* Kuda idete ?

#### Where have you come from ?

- I.* Da dove venite ?  
*G.* Prei ka vien ?  
*T.* Prei gahit viene ?  
*Chi.* Gaa erdhë ?  
*S.* Odákle ste vi ?

#### I am going home.

- I.* Io vado a casa mia.  
*G.* Po shkoi ni shpi.  
*T.* Poshkoi ne stepi.  
*Chi.* Vëtem' bë shtipi.  
*S.* Idem kúci.

#### We have come from home.

- I.* Veniamo da casa nostra.  
*G.* Vim prei shpihes son.  
*T.* Na yemi ardh prei shtep.  
*Chi.* Erdhëmë gaa shtipia.  
*S.* Dolazimo od kúce.

#### Come up.

- I.* Venite sù.  
*G.* Eya nalt.  
*T.* Eya siper.  
*Chi.* Eyiá ketu.  
*S.* Hódi(te) góre.

#### Go down.

- I.* Andate giù.  
*G.* Shko posht.  
*T.* Shko per poshte.  
*Chi.* Ketsë post.  
*S.* Idite dóle.

**Turn to the right (left).**

- I.* Voltate a destra (sinistra).  
*G.* Ktheu n' diatht (n'sallaht).  
*T.* Kedheu net d'diadhte  
 (n' thtermait).  
*Chi.* Mthéu banë të.  
*S.* Okrenite na désno (lévo).

**Stand still there.**

- I.* State quieti.  
*G.* Ri atü mos luej.  
*T.* Ri chiatü.  
*Chi.* Ri urtë atië.  
*S.* Stójte támo.

**Wait for me.**

- I.* Aspettatemi.  
*G.* M'prit.  
*T.* Prit per müe.  
*Chi.* Primë.  
*S.* Počekajte mé.

**Come with me.**

- I.* Venite con me.  
*G.* Eya me mue.  
*T.* Eya me mue.  
*Chi.* Eyia më mua.  
*S.* Hódite sa mnóm.

**Go away.**

- I.* Andate via.  
*G.* Shko.  
*T.* Hait shko.  
*Chi.* Ik ?  
*S.* Odlázite.

**In which direction ?**

- I.* In quale direzione ?  
*G.* N' tsilen on ?  
*T.* N' tsilen on ?  
*Chi.* Gaa tsia ann' ?  
*S.* U kom pravcu ?

**In that direction.**

- I.* In quella direzione.  
*G.* N' chiat on.  
*T.* Nant one.  
*Chi.* Gaa ayiö annë.  
*S.* Onámo ; u tom pravcu támo.

**How far is it ?**

- I.* Quanto è lontano ?  
*G.* Sa asht lerg ?  
*T.* Sa large ashte ?  
*Chi.* Saa liargh ist ?  
*S.* Kóliko je daléko ?

**It is not far.**

- I.* Non è lontano.  
*G.* Nuk asht fort lerge.  
*T.* Nuk ashte fort large.  
*Chi.* Nukë ist liargh.  
*S.* Nije daléko.

**Two hours' distance.**

- I.* A due ore di distanza.  
*G.* Dü sahat large.  
*T.* Dü sahat uth.  
*Chi.* Di' saat liargh.  
*S.* Dva sáta daléko.

**When will he come ?**

- I.* Quando verrà . . . il soldato,  
 la guida, &c. ?  
*G.* Kur ka me arll ?  
*T.* Kur vien ai ?  
*Chi.* Kur ndô viyii ai ?  
*S.* Kad će on dóci ?

**At what o'clock ?**

- I.* A che ora ?  
*G.* N' sa sahatin ?  
*T.* N' sa sahatin ?  
*Chi.* Tsahat ?  
*S.* U kóliko sáti ?

**At six o'clock.**

- I.* Alle sei.  
*G.* N' jiasht sahatin.  
*T.* Jiashte sahati.  
*Chi.* Bë ghiast' sahati.  
*S.* U šest sáti.

**In the morning.**

- I.* La mattina.  
*G.* Nadia.  
*T.* N'meges.  
*Chi.* Dë bë ghiës.  
*S.* Újutru (pre podne = before  
 noon).

**At noon.**

- I.* A mezzogiorno.  
*G.* Mies dites.  
*T.* N' mes dites.  
*Chi.* Bë drëk.  
*S.* U pódne.

**It is late.**

- I.* È tardi.  
*G.* Asht vön.  
*T.* Ashte voene.  
*Chi.* Nukë ist spëit.  
*S.* Dockan je.

**In the evening.**

- I.* La sera.  
*G.* Ne mramie  
*T.* Ne mromie.  
*Chi.* Bré mavë.  
*S.* Uveçe.

**How-often ?**

- I.* Quante volte ? Di spëso ?  
*G.* Sa herë ?  
*T.* Sa herë ?  
*Chi.* Saa hérë ?  
*S.* Kako često ?

**Very early.**

- I.* Di buon' ora.  
*G.* Fort heret.  
*T.* Fort heretë.  
*Chi.* Shumu spëit.  
*S.* Vflo ráno.

**What time is it ?**

- I.* Che ora è ?  
*G.* Sa asht sahati ?  
*T.* Sa ashte sahati ?  
*Chi.* Saa sahāt ist ?  
*S.* Kóliko je sáti ?

**WEATHER AND TIME**

**What will the weather be to-day ?**

- I.* Che tempo farà quest' oggi ?  
*G.* Ch'far motit ka me ken sot ?  
*T.* Chfar kohë munt tien sot ?  
*Chi.* Skohë do të biyi sot' ?  
*S.* Kákvo cé vréme dánas biti?

**Bad, cloudy, foggy weather.**

- I.* Tempo cattivo, nuvolò, annebbiato.  
*G.* Dit e keche e miegul.  
*T.* Koh e lighë, vrotë, miegul.  
*Chi.* Kéki, mërë, më pusi kohë.  
*S.* Rđjavo, oblačno, máglovito vréme.

**Very fine.**

- I.* Bel tempo.  
*G.* Moti i mir.  
*T.* Koh emirë.  
*Chi.* Shumë të bukurë.  
*S.* Vflo lépo.

**It is snowing on the mountains.**

- I.* Sulle montagne nevica.  
*G.* Tui rabor ner male.  
*T.* Bie bor neper bieshke.  
*Chi.* Bîë borë maliëvet'.  
*S.* Na brdima páda snag.

**What is the time ?**

- I.* Che ora è ?  
*G.* Sa asht sahati ?  
*T.* Sa ashte sahati ?  
*Chi.* Tsa hat ist ?  
*S.* Kóliko je sáti ?



## THE ROAD

## Where does this road go?

- I.* Dove va questa strada ?  
*G.* Ku te chiet kio ruge ?  
*T.* Kutechet kio rug ?  
*Chi.* Ku vétë agio udha ?  
*S.* Kuda vódi óvaj put ?

## Does this road go to — ?

- I.* Questa strada conduce a — ?  
*G.* Askhon kio rug ne — ?  
*T.* Kio ruge ate chiet — ?  
*Chi.* Ayiô udha vétë dë — ?  
*S.* Vódi li óvaj put ka — ?

## Which road goes to — ?

- I.* Qual' è la strada per — ?  
*G.* Tsila rug shkon per — ?  
*T.* Tsila ruge me shkue — ?  
*Chi.* Tsia udha vétë dë — ?  
*S.* Kóji je put za — ?

## Which is the shortest way ?

- I.* Qual' è la strada più corta ?  
*G.* Tsila rug asht ma shkurt ?  
*T.* Tsila ruge ma shkurte ?  
*Chi.* Tsia ist udha bē afertë ?  
*S.* Kóji je nájkraçi put ?

## Is it safe on the road ?

- I.* Si sarà al sicuro per strada ?  
 È pericolosa la strada ?  
*G.* A asht frig n' per rug ?  
*T.* Nuk ashte efrigushme kio ruge ?  
*Chi.* Ist udha siguro ?  
*S.* Je li sígurno na putu ?

## Is it only fit for men on foot ?

- I.* La strada è soltanto adatta per uomini a piedi ?  
*G.* A asht sal emir per kamzor ?  
*T.* A asht sal e müe per merin me hets kombb ?  
*Chi.* A asht sal e mue per merin me pets kombe ?  
*S.* Ieli samo za pešake podesan ?

## How many hours is it to ?

- I.* Quante ore si impiega per arrivare a — ?  
*G.* Sā sahat asht deri te — ?  
*T.* Sa sahat do — ?  
*Chi.* Saa sahat' istë — ?  
*S.* Kóliko treba sáti do — ?

## Take me to —

- I.* Conducetemi a —.  
*G.* M'chio te —.  
*T.* Chiome mue ati —.  
*Chi.* Spiermë dë —.  
*S.* Vóдите me k, ka —.

## Where is there drinking water on this road?

- I.* Dove troveremo dell' acqua da bere su questa strada ?  
*G.* Kuasht uie chi pihet n' ket rug ?  
*T.* Ku jinet uiy me pi m' ket ruge ?  
*Chi.* Ku ka uyië per të piir ba të udha ?  
*S.* Gde ima pijaçe vode na ovom putu ?

## Is it only a mule road ?

- I.* È soltanto una strada mulattiera ?  
*G.* A asht sald rug mushkut ?  
*T.* A asht ruga sal e mushket ?  
*Chi.*  
*S.* Samo jejedan put za mazge ?

A VILLAGE OR TOWN

**What is this place called ?**

- I.* Come si chiama questo posto ?  
*G.* Si i thon keti venit ?  
*T.* Si i thon ktevenit ?  
*Chi.* Kis thotëtë aī vëndë ?  
*S.* Káko se óvo mésto zóve ?

**Show me the telegraph office.**

- I.* Mostratemi l' ufficio del telegrafo.  
*G.* Kaltsoma telegraphone.  
*T.* Kartsoma telegraf han.  
*Chi.* Deftômë tlegrafion.  
*S.* Pokázite mi télegraf.

**How many houses in this village ?**

- I.* Quante case ci sono in questo villaggio ?  
*G.* Sa shpia yon n' ket katun ?  
*T.* Sa shtepija neket katu ?  
*Chi.* Saa shtipi yanë datë fsiat ?  
*S.* Kóliko ima kúca u óvom sélú ?

**Is there a telephone office here ?**

- I.* C' è un ufficio del telegrafo qui ?  
*G.* Aka Züre telefonit ketu ?  
*T.* A ka ktu telefon ofize ?  
*Chi.* Ka telefonio ketu ?  
*S.* Ima li óvde telefon ?

**Where is the inn ?**

- I.* Dov' è l' albergo ?  
*G.* Ku asht hani (Hoteli) ?  
*T.* Ku ashte mihonia ?  
*Chi.* Ku ist hani ?  
*S.* Gde je méana, gostiónica ?

**Where is the post ?**

- I.* Dov' è l' ufficio della posta ?  
*G.* Kuasht postahania ?  
*T.* Ku ashte posta hone ?  
*Chi.* Ku ist posta ?  
*S.* Gde je pósta ?

**We are going to stay the night here.**

- I.* Resteremo qui per la notte.  
*G.* Na dona menei sonte ktu.  
*T.* Na dom menei sonte ketu.  
*Chi.* Do bëtëmi natemë ketu.  
*S.* Mi cémo óvde prenóëiti.

AT A RIVER

**What is this river called ?**

- I.* Come si chiama questo fiume ?  
*G.* Si i thon keti lumit ?  
*T.* Si i thon keto lumi ?  
*Chi.* Kis' thotë aī liumi ?  
*S.* Káko se zóve óva réka ?

**How deep is the river ?**

- I.* Qual' è la profondità di questo fiume ?  
*G.* Sa kethell asht lumi ?  
*T.* Sa i fell ashte lumi ?  
*Chi.* Saa ithéle ist liumi ?  
*S.* Koliko je duboka reka ?

**Where is the nearest bridge ?**

- I.* Dov'è il ponte il più vicino ?  
*G.* Tsila urë asht ma afer ?  
*T.* Tsila urë ashte ma gate ?  
*Chi.* Ku ist bë ëaferta urë ?  
*S.* Gde je nájbliži most ?

**Take me there.**

- I.* Conducetemi lá.  
*G.* Me chio atu.  
*T.* Chiom mue atie.  
*Chi.* Spiémë atië.  
*S.* Odvèdite me tamo.

**Show me the nearest ferry.**

- I.* Mostratemi il guado il più vicino.  
*G.* Ma kalzo trapin ma t'aper-min.  
*T.* Kalzom ku ginet ludera ma gate.  
*Chi.* Deftômë vapuar kië ist baa afere.  
*S.* Pokázite mi nájbližu skélu.

**Get hold of a boat (canoe).**

- I.* Trovatemi una barca.  
*G.* M'ghiei gni lundur (kaik).  
*T.* Emere lundren.  
*Chi.* Zë nië vark'.  
*S.* Pobrínite se za čamac.

**Is there a raft here ?**

- I.* C'è qui una zattera ?  
*G.* A asht noi shkellë ?  
*T.* Aka shkellë ketu ?  
*Chi.* Ka ketu dō nië sali ?  
*S.* Ima li tamo splay ?

**Is the current strong ?**

- I.* È forte la corrente ?  
*G.* A asht vala euyit e fort ?  
*T.* A ashte uyi rept ?  
*Chi.* Istë fort réma ?  
*S.* Je li strúja jáka ?

**Where is the easiest place to swim across ?**

- I.* Qual'è il migliore posto per traversare a nuoto ?  
*G.* Kuasht veni maimir me dal mat an n'mnot ?  
*T.* Ku ashte maimir me ra not ?  
*Chi.* Ku ist vendi bë imbarë të vë mnot nieri banë të perteimë ?  
*S.* Gde se može nájlakše preplivati ?

**Take us across.**

- I.* Portatici dall'altra parte.  
*G.* Na chit mat an.  
*T.* Chitna m'at one.  
*Chi.* Spiërna banë të perteimë.  
*S.* Prevèdite nas prëko.

**You will be rewarded.**

- I.* Vi daremo una ricompensa.  
*G.* Tü tiap bakshish (t'pagium).  
*T.* Tü te bakshish.  
*Chi.* Do të bakshish.  
*S.* Dobićete nagradu.

**You must go in front of me.**

- I.* Dovete camminare davanti a me.  
*G.* Ti shko para meiet.  
*T.* Ti te shkoish perpara.  
*Chi.* Prëps të vëts perpara mua.  
*S.* Vi mórâte ici prëda mnóm.

**What lies on the other side ?**

- I.* Che cosa c'è dall'altra parte ?  
*G.* Chevend asht mat one ?  
*T.* C'far veni asht mat on ?  
*Chi.* Ts'vëndë ist banë tiëtëra ?  
*S.* Šta leži na onoj strani ?

**Is it far to the mouth ?**

- I.* Siamo lontani dalla foce ?  
*G.* A ashte large grüka lumit ?  
*T.* Aasht sheregat grüka lumit ?  
*Chi.* Istëliarghëviënkiëdel'liumi ?  
*S.* Je li daléko do ušća ?

A MOUNTAIN OR HILL

**What is this big mountain called ?**

*I.* Come si chiama questa grande montagna ?

*G.* Si i thon ketu malit math ?

*T.* Si i dhon k' sai bieshke mathë ?

*Chi.* Ki sē thonē atē malinē imath ?

*S.* Kāko se zóve óva vélika planina ?

**How high is the mountain ?**

*I.* Quanto è alta la montagna ?

*G.* Sa nelt asht kii mal ?

*T.* Sa nelt ashte bieshka ?

*Chi.* Saa iliartë ist ai mali ?

*S.* Kóliko je visoka planina ?

**What is the easiest way up the hill ?**

*I.* Quale è la strada più facile per salire la collina ?

*G.* Tsila rug asht ma kollai me in gnit koders ?

*T.* Nga jitet per pie t mako-dra ?

*Chi.* Tsia ist udha bë embarë të hipiyë nieriu siperë ?

*S.* Gde se móže nájlakše popéti na vrh ?

**Can the guns be got up ?**

*I.* Si potranno portar sū i cannoni ?

*G.* Amunen mehüp topat ?

*T.* Amunen me hūpe topoit ?

*Chi.* Munt nieri hippighe tope ?

*S.* Mógu li se tópovi góre odnėti ?

**Yes, but they cannot be got down on the other side.**

*I.* Sì, ma non si potranno portare giù dall' altro lato.

*G.* Po por nuk mun mu shtrüp te posht naton.

*T.* Po por nuk munen mu shtrüp perposhte.

*Chi.* Eë, allà nuk' mundi nieriu ti katevas banë tiétere.

*S.* Da, ali se ne mógu s drúge stráne spústiti.

**Isn't it very steep ?**

*I.* E molto ripido ?

*G.* A asht fort per piet ?

*T.* A ashte forte perpiet ?

*Chi.* Nuku ist shum bété liarte ?

*S.* Níje li mnógo stfmenito ?

**Isn't it dangerous ?**

*I.* E pericoloso ?

*G.* Mos asht e resikshme ?

*T.* A ashte e rezik ?

*Chi.* Mos skà do nië frikë ?

*S.* Níje li opásno ?

**Can one get up on horseback ?**

*I.* Si potrà salire a cavallo ?

*G.* Amunesh me u gnit me kál ?

*T.* Amunet mugit me kali per nalt ?

*Chi.* Munt të vë nieriu kaliuar sipere ?

*S.* Móže li se s konjem popeti ?

**Are there several ways down ?**

- I.* Ci sono parecchie strade che conducano giù ?  
*G.* Aka shume rugë mu ul teposht ?  
*T.* Aka shume ruge me shkue teposhte ?  
*Chi.* Yanë shum udhera per prepos ?  
*S.* Ima li više pútova dóle ?

**Are there any thieves about ?**

- I.* Ci sono dei ladri da queste parti ?  
*G.* A ka haina kenei pari ?  
*T.* Amos ka haidut asait ?  
*Chi.* Mos yanë ghië haïdut ?  
*S.* Ima li támo hájduka ?

**A FOREST****How big is the forest ?**

- I.* Quanto è grande questa foresta ?  
*G.* Sa imath asht pulli ?  
*T.* Ta i math ashte mali ?  
*Chi.* Saa imath ist pili ?  
*S.* Kóliko je vélíka šúma ?

**How wide is it ?**

- I.* Quanto è larga ?  
*G.* Sa jion asht ?  
*T.* Sa jere ashte mali ?  
*Chi.* Saa ist' ighiére ?  
*S.* Kolíko je široka ?

**Where does the road go through the forest ?**

- I.* Dove conduce la strada attraverso la foresta ?  
*G.* Kutchiet kio uth neper pull ?  
*T.* Kute chet kio ruge neper mal ?  
*Chi.* Ku vétë ayô udha kè skon gaa pili ?  
*S.* Kuda vódi put kroz šúmu ?

**Can mounted troops get through the forest ?**

- I.* Potranno le truppe a cavallo attraversare la foresta ?  
*G.* A munen suharit me kalue neper pull ?  
*T.* Amunet suvarii me kaper-tsy malin ?  
*Chi.* Mundëne tè skoinë kavalarëtë gaa pili ?  
*S.* Može li kónjica iči kroz šúmu ?

**Yes, but I don't think one can get through with the guns.**

- I.* Sì, ma non credo che i cannoni potranno passarvi.  
*G.* Po por nuk kuitoi chi munet mi kalue metopa.  
*T.* Po por nuk kuitoi che munet me kapertsüe me topa.  
*Chi.* Eë, allà nukë besohi tè mundenë te skoïne më topë.  
*S.* Da, ali ja mislim da se sa topovima ne može.

RAILWAY STATION

Is it far to the railway ?

- I.* Siamo lontani dalla ferro via ?  
*G.* A asht larg tu ferrovia (Shemendiperi) ?  
*T.* A ashte lerge tu fuirrovi ?  
*Chi.* Istë liargh sidhirodhromi ehkurtë ?  
*S.* Je li daléko do železnice ?

Only half an hour.

- I.* Soltanto una mezz' ora.  
*G.* Ni giüs sahatit.  
*T.* Ni m' jüs sahati.  
*Chi.* Ghism' saatit' vétémë.  
*S.* Sámo po sáta.

When does the train arrive ?

- I.* Quando arriverà il treno ?  
*G.* Kur vien ferovia (Shemen-diperi) ?  
*T.* Kur vien makina ?  
*Chi.* Kur viën' trenua ?  
*S.* Kad stiže voz ?

When does the train go to — ?

- I.* Quando parte il treno per — ?  
*G.* Kur niset ferovia (Shemen-diperi) per ?  
*T.* Kur shkon makina — ?  
*Chi.* Kur iken sidhirodhromi prë — ?  
*S.* Kad polázi voz za — ?

Where is the next train coming from ?

- I.* Da dove viene il treno che arriva ?  
*G.* Prei kahit vien kio ferovia tietr ?  
*T.* Prei kahit vien kio makin ?  
*Chi.* Gaa viën sidhirodhromi kië viën ?  
*S.* Odákke dolázi slédeci voz ?

Stop the train !

- I.* Fermate il treno !  
*G.* Nale makinen !  
*T.* Redro makinen !  
*Chi.* Kiendrô trénua !  
*S.* Zauštávitë voz !

Get me a porter.

- I.* Cercatemi un facchino.  
*G.* M'ghei gni hamal.  
*T.* Jema i hüsmechiar.  
*Chi.* Ghiëmi nië hamal.  
*S.* Pozóvite nósača, amalina.

What is the fare ?

- I.* Quanto costa il biglietto ?  
*G.* Sa m' ban bileti ?  
*T.* Sa ben biliet ?  
*Chi.* Saa ka isitirua ?  
*S.* Kóliko kóšta kárta ?

Where is my luggage ?

- I.* Dov' è il mio bagaglio ?  
*G.* Kuyan teshiat e mia ?  
*T.* Kuyan seshiat ebet ?  
*Chi.* Ku yan' platskat' emia ?  
*S.* Gde je moj pftljag ?

## INQUIRIES ABOUT TROOPS

**Have you seen our troops ?**

- I.* Avete visto le nostre truppe ?  
*G.* Aki pa ushtrin tōn ?  
*T.* Aka per ushtrash tone ?  
*Chi.* Paatē stratiotē tanē ?  
*S.* Jéste li vídeli nášu vojsku ?

**Do you know where the troops are ?**

- I.* Sapete dove sono le truppe ?  
*G.* Adì kuasht ushtria ?  
*T.* Adin kuasht ushtrash ?  
*Chi.* Dighi ku ist stratoī ?  
*S.* Znáte li vi gde je vojska ?

**Yes, I saw them by the wood.**

- I.* Sì, le ho viste vicino al Bosco.  
*G.* Po i kom pa afer pullit.  
*T.* Po i pashe gate malite.  
*Chi.* Eē, ipaasē yanē aferē pilitē.  
*S.* Jest, vídeo samih kod šúme.

**What sort of troops and how many are they ?**

- I.* Che genere di truppe e quante ce ne sono ?  
*G.* Ch' far soi ushtarsh e sa ian ?  
*T.* C' far aschieri ke e sa kene ?  
*Chi.* Tsloī stratoit' ist ē saa yanē ?  
*S.* Kákvi su vójnici i kóliko ih ima ?

**Five thousand, with cavalry and guns.**

- I.* Cinque mila con cavalleria e cannoni.  
*G.* Pesmi me suvarii e me topa.  
*T.* Pesmi me suvarii eme topa.  
*Chi.* Pésē miyi mē kavalārē ē mē topē.  
*S.* Pet hñjada, s kónjicom i tópovima.

**Since when are they there ?**

- I.* Da quanto tempo sono lì ?  
*G.* Chiüsh kur yan atü ?  
*T.* Chiüsh kure yane atü ?  
*Chi.* Ki kur yane atiē ?  
*S.* Otkád su oni tamo ?

**In which direction have they marched ?**

- I.* In che direzione si sono avviate ?  
*G.* N' tsilen an kan shkue ?  
*T.* Me tsilen ane shkune ?  
*Chi.* Bē stiin annē vanē ?  
*S.* U kom pravcu ?

**Where is an officer ?**

- I.* Dov' è un ufficiale ?  
*G.* Ku asht ni ofichial ? (Mulasim).  
*T.* Ku ashte ni ofitser ?  
*Chi.* Ku ist axiomatikoī ?  
*S.* Gde je oficir ?

**Take me to the Colonel.**

- I.* Conducetemi dal colonnello.  
*G.* Me chio tu bimbasse.  
*T.* Chiom tu bemboshi.  
*Chi.* Spiérme tē syndagmatarhi.  
*S.* Odvédite me k púkovniku.

**I have a letter from our General.**

- I.* Ho una lettera dal nostro generale.  
*G.* Kam qui leter prei generalit ton.  
*T.* Mora leter prei generali.  
*Chi.* Kamē kartē gaa stratigoī inne.  
*S.* Imam písmo od nášeg djenerála, generala.

FOOD AND DRINK

**I am hungry, I wish to eat.**

- I.* Ho fame, desidero di mangiare.  
*G.* Yamuchium, dumëhongher.  
*T.* Y'amuchiumdumëhongher.  
*Chi.* Më vienu ndua t' hà.  
*S.* Gládan sam, hócu da jédem.

**I am thirsty, I wish to drink.**

- I.* Ho sete desidero di bere.  
*G.* Kom et due pi.  
*T.* Y'am echium dume pi.  
*Chi.* Më vienët, ndua tē pi.  
*S.* Žedan sam, hócu da pjëm.

**Where can I get food ?**

- I.* Dove troverò da mangiare ?  
*G.* Ku mui me jiet giell ?  
*T.* Kumui me jet hongher ?  
*Chi.* Kumunt tē mar ghië per tē grënë ?  
*S.* Gde mógu dóbiti hráne ?

**Innkeeper, we want a meal.**

- I.* Signor oste, desideriamo da mangiare.  
*G.* Hanghi, dom me hongher.  
*T.* Ascii, dom me hongher.  
*Chi.* Handji, nduami ghië per tē grënë.  
*S.* Gázda, hócemo da rúcamo.

**Give me something to drink.**

- I.* Datemi qualche cosa da bere.  
*G.* Me nep noi sen me pi.  
*T.* Epna noi send me pi.  
*Chi.* Némi ghië per tē piirë.  
*S.* Dájte mi štógod da pjëm.

**Hurry up, we haven't much time.**

- I.* Fate presto perché abbiamo poco tempo.  
*G.* Shpeito, skemi vakt.  
*T.* Ben Shpeite nuk kemi vakte.  
*Chi.* Bën' spëit sè skémi kohe shum.  
*S.* Žúrite se, mi némamo mnógo vrémena.

**I am going to pay for it.**

- I.* Pagherò io, vi pagherò.  
*G.* Un due me pague per kto.  
*T.* Dot pague per kto.  
*Chi.* Ndo tē ti paguaī p' k ato.  
*S.* Ja éu plátiti za to.

**Have you enough for all my men ?**

- I.* Avete abbastanza da mangiare per tutti i miei uomini ?  
*G.* Aki bol per jint emi ?  
*T.* A ke boll per jint emii ?  
*Chi.*  
*S.* Imate li dósta za sve móje ljúde ?

**Is the water good here ?**

- I.* E' buona l' acqua qui ?  
*G.* A asht uie mir ktu ?  
*T.* A ashte uie mir ketu ?  
*Chi.* Uietë istë tē mir ketu ?  
*S.* Je li vóda óvde dóbra ?

**Have you fresh eggs ?**

- I.* Avete delle uova fresche ?  
*G.* Aki voë taze ?  
*T.* A ke vese taze ?  
*Chi.* Kè vëë tē freska ?  
*S.* Imate li vi svežih jája ?



**Bring bread, ham, and cheese.**

- I.* Portateci del pane; del prosciutto e del formaggio.  
*G.* Bier buk, mish, presuit e diath.  
*T.* Bier buk, mish, derku e diath.  
*Chi.* Biérë buk, chiroméri ethè diathë.  
*S.* Donésite hléba, šunke i sira.

**Bring us coffee with milk.**

- I.* Portateci del caffè e del latte.  
*G.* Na bier kafe me tomel.  
*T.* Bier kafe me kiumsht.  
*Chi.* Biérë kafë mè kiumsté.  
*S.* Donésite nam káfu sa mlékom.

**Bring us the bill.**

- I.* Portateci il conto.  
*G.* Biere hesapin.  
*T.* Bier na kesapin.  
*Chi.* Biénë listën.  
*S.* Donésite nam ráčun.

**How much do we owe?**

- I.* Quanto vi dobbiamo?  
*G.* Sat kom?  
*T.* Sate kame?  
*Chi.* Saa uduamë?  
*S.* Kóliko smo dúžni?

**How much does this cost?**

- I.* Quanto costa questo?  
*G.* Sa kuston kio? (Sa bankio?)  
*T.* Sa kushton?  
*Chi.* Šaa kendron ayô?  
*S.* Šta to košta?

**BILLETS, LODGING AND STABLING****I want quarters for 50 men.**

- I.* Desidero alloggio per cinquanta uomini.  
*G.* Du ven per pes theit nieres.  
*T.* Due vend per pesthet nieres.  
*Chi.* Ndua vënd per pésëdhiet niéres'.  
*S.* Tréba mi stan za pedéset ljúdi.

**Give me better quarters.**

- I.* Datemi un alloggio migliore.  
*G.* Na nep ven mat mir.  
*T.* Due vende mate mire.  
*Chi.* Némi vëndë bëtë mirë.  
*S.* Dájte mi bólji stan.

**Have you found me quarters yet?**

- I.* Mi avete trovato alloggio?  
*G.* Amake jet venin?  
*T.* Ama jete vandin?  
*Chi.* Më ghëtë vëndë akoma?  
*S.* Jeste li (vi) već našli za mene stan?

**Where is the owner of the house?**

- I.* Dov' è il padrone di questa casa?  
*G.* Ku asht zotnia i shpis?  
*T.* Ku ashte zotnia i shtepies?  
*Chi.* Ku ist nikokyri istipiüs?  
*S.* Gde je gázda od kuć?

**Light the fire, please.**

- I.* Per piacere accendete il fuoco.  
*G.* Neze ziermin t'lutem.  
*T.* Me kale zermin.  
*Chi.* Déze ziarminë të kameridja.  
*S.* Mólím, zalóžite vátru.

**I want stabling for 16 horses.**

- I.* Desidero stallaggio per sedici cavalli.  
*G.* Due ahher per jiasstem theit kual.  
*T.* Due aher per jiasstemdhet kual.  
*Chi.* Ndua vënd per ghiastëmbë-dhiëtë kuahi.  
*S.* Tréba mi štala za šesnáest kónja.

**Thanks, we want nothing more.**

- I.* Grazie non abbiamo bisogno d'altro.  
*G.* Falimineres nuk dom kurjio tieter.  
*T.* T' falna neres sdue tieter.  
*Chi.* Berkiarversen, nukë duamë ghië tiétëra.  
*S.* Hvala, ne tréba nam níšta víše.

**Tell all people not to be afraid**

- I.* Dite alla gente che non devono aver paura.  
*G.* Kaltsoyujinvet most'tuten.  
*T.* Kaltsoi botes moste krik.  
*Chi.* Thuahi ghithë dunias' të moskën' frik'.  
*S.* Kážite svíma, da se ne treba bójati.

**Where is there some clean water ?**

- I.* Dove si trova dell' acqua pulita ?  
*G.* Ku asht uie idlirt ?  
*T.* Ku ka uie te idlirt ?  
*Chi.* Ku munt tëghiëyi uyëtë mir ?  
*S.* Gde ima čiste vóde ?

**Clear those houses ; we are going to quarter our men in them.**

- I.* Sbarazzate quelle case, vi vogliamo alloggiare i nostri uomini.  
*G.* D' lire spiyat dom mechit ushtarst.  
*T.* Dlire shtepin dom me chit aschierin ton.  
*Chi.* Pastrepsi atô shtipi : de vémë niërstë taanë bérnda.  
*S.* Napústite óne kúce : mi émo ih uzéti za stan za naše ljúde.

**Have you smallpox in this village ?**

- I.* Avete dei casi di vaiuolo in questo villaggio ?  
*G.* Aki li m' ket katun ?  
*T.* Akini lii m' ket fshiat ?  
*Chi.* Kini lii dë ketë fsat ?  
*S.* Ima li bóginja u óvom sélu?

**Tell me the house where there are sick men.**

- I.* Mostratemi le case dove ci sono dei malati.  
*G.* Kaltsoma shpiyen kuyan te smut (t' ligh).  
*T.* Kaltsom shtepin ku asht i smuti.  
*Chi.* Thuaimë bèts shtëpi yanë niërs mè atë semunt.  
*S.* Pokážite mi u kójoj kúci íma bólesnih.

**Is it feverish here ?**

- I.* Si prendono le febbri in questo posto ?  
*G.* Aka ethe ktu ?  
*T.* Aka ethee ketu ?  
*Chi.* Gaa vëndi semuntë ethe ?  
*S.* Ima li ovde gróznice.

**Is it healthy here ?**

- I.* Questo posto è salubre ?  
*G.* Aasht veni ishnetshem ktu ?  
*T.* A ashte veni shnentshem ketu ?  
*Chi.* Kà sendèt vëndi ketu ?  
*S.* Je li zdrávo óvde ?

**STRANGERS OR SUSPECTS****Stop ! or I shall shoot.**

- I.* Fermatevi ! se no faccio fuoco.  
*G.* Nalu ! set giova.  
*T.* Kendro o pat vrase.  
*Chi.* Kendrô i do tē kilohi.  
*S.* Stoj ! ili éu púcati.

**Don't move from the spot.**

- I.* Non movetevi da questo posto.  
*G.* Moslui prei venit.  
*T.* Mos lui prei vendit.  
*Chi.* Mos' utunt gaa vëndë.  
*S.* Némoy se micati s mésta.

**Stand a little further off.**

- I.* Mettetevi un po' più distante.  
*G.* Ri pak ma larg.  
*T.* Ri pak ma lerge.  
*Chi.* Etsë nitsik bëtutia.  
*S.* Stánite málo dálje.

**Come closer.**

- I.* Avvicinatevi.  
*G.* Eya ma afer.  
*T.* Eya ma afur.  
*Chi.* Eyia nitsik bafërë.  
*S.* Dódjite blžje.

**Turn round.**

- I.* Voltatevi.  
*G.* K' them mprapa.  
*T.* Silu mprapa.  
*Chi.* Kthéu.  
*S.* Okrénite se.

**Hands up !**

- I.* Sù le mani ! Alzate le mani !  
*G.* Chioi durt !  
*T.* Chioe durte !  
*Chi.* Duartë liartë !  
*S.* Góre ruke ! Ruke u vis !

**Put down your arms.**

- I.* Posate le armi.  
*G.* L' shoi armt.  
*T.* L' shoi pushkt.  
*Chi.* Lishoi armatë post.  
*S.* Dole óružje.

**Surrender.**

- I.* Arrendetevi.  
*G.* Banu teslim.  
*T.* Teslim.  
*Chi.* Faliu.  
*S.* Prédajte se.

**You may not talk to any one.**

- I.* Non dovete parlare a nessuno.  
*G.* Mos fol me kerkon.  
*T.* Ti mos fol me as kend.  
*Chi.* Mos' folië bē dô nië.  
*S.* Vi ne sméte ni s kim da razgovárate.

**You are trying to deceive me.**

- I.* Voi cercate d' ingannarmi.  
*G.* Ye tui u munue mem  
 trathtue.  
*T.* Ti dotem trathtoish.  
*Chi.* Lieftôn témë kiëts.  
*S.* Vi hócete da me prevárite.

**You are lying !**

- I.* Voi mentite !  
*G.* Ti po ren !  
*T.* Ti po ren !  
*Chi.* Thua Gheniéstal !  
*S.* Vi lázete !

**You are a spy !**

- I.* Siete una spia !  
*G.* Ti ye spui !  
*T.* Ti ye shpinon !  
*Chi.* Yè katáskopo !  
*S.* Vi ste špjun !

**You are under arrest.**

- I.* Siete agli arresti.  
*G.* Ti ye i bam haps.  
*T.* Ti ye i bere hapsi.  
*Chi.* Tē zéém'.  
*S.* Vi ste zátvorení (or uhap-  
 šeni).

**Take off your belt.**

- I.* Levatevi la cinta.  
*G.* Hichie rūpin.  
*T.* Hiche brezin.  
*Chi.* Djiri brézinē.  
*S.* Odpašite pojās.

**If you behave you will be safe.**

- I.* Se vi conducete bene,  
 sorete salvo.  
*G.* N' naish urt ke me ken i  
 pshtun.  
*T.* Ne neish rahat ti ye i  
 pshture.  
*Chi.* Deri urtē do tē spetotsi.  
*S.* Ako se dóbro vladate,  
 bícete népovredjeni.

WOUNDS OR SICKNESS

**Do you feel better ?**

- I.* Vi sentite meglio ?  
*G.* (A ie) mamir ?  
*T.* Anihesh ma mire ?  
*Chi.* Yè bē mirē ?  
*S.* Je li vam bólje ?

**Do you feel worse ?**

- I.* Vi sentite peggio ?  
*G.* (A ie) ma kec ?  
*T.* Anihesh ma keche ?  
*Chi.* Yè bē kéki ?  
*S.* Je li vam góre ?

**What is the matter ?**

- I.* Che cosa avete ?  
*G.* Shka kie ?  
*T.* C' ke ?  
*Chi.* Ts' ist ?  
*S.* Šta vam je ?

**I am wounded.**

- I.* Sono ferito.  
*G.* Yom varue.  
*T.* Yom plagosur.  
*Chi.* U liavots.  
*S.* Ja sam ránjen.

**Sit down, lie down.**

- I.* Sedetevi, sdraiatevi.  
*G.* Ri shtriu.  
*T.* Ri bier.  
*Chi.* Rí, biér post.  
*S.* Sédnite, lezite.

**Undress yourself.**

- I.* Spogliatevi.  
*G.* Sdeshu.  
*T.* T' f' dishu.  
*Chi.* Tzisu.  
*S.* Svucite se.

**Give me water.**

- I.* Datemi dell' acqua.  
*G.* M'nep ui.  
*T.* Tembish uie.  
*Chi.* Némë uyië.  
*S.* Dájte mi vóde.

**Here is water and brandy.**

- I.* Ecco dell' acqua e del  
 cognac.  
*G.* Che uyi e koniak.  
*T.* Chi ku ashte uiy koniak.  
*Chi.* Nâ uyië edhë koniak.  
*S.* Évo vóde i konjaka.

**Give me a bandage.**

- I.* Datemi una benda.  
*G.* Ana kerpen.  
*T.* Lithzat e varvet.  
*Chi.* Némë nië epidhësm' per  
 telidhurë.  
*S.* Dájte mi závoj.

**Help me with the bandaging.**

- I.* Aiutatemi a bendare.  
*G.* Nimom me lith varen.  
*T.* Nimom me lith varen.  
*Chi.* Dimë të lith.  
*S.* Pomózite mi sa závojem.

**Where are you wounded ?**

- I.* Dove siete ferito ?  
*G.* Ku ye varue ?  
*T.* Kuye plager ?  
*Chi.* Ku liavosë ?  
*S.* Gde ste ránjeni ?

**In the knee, the foot.**

- I.* Al ginocchio, al piëde.  
*G.* N' gu. Te komes.  
*T.* N' gu, te kambes.  
*Chi.* Bë ghiughë, bë këmba.  
*S.* U kólenu, u stopu.

**Keep quiet.**

- I.* State tranquillo.  
*G.* Ri urt (rahat).  
*T.* Ri urte.  
*Chi.* Ri urtë.  
*S.* Budite mirni.

**You musn't speak.**

- I.* Non dovete parlare.  
*G.* Nuk dat folish.  
*T.* Ti mos fol.  
*Chi.* Nuku prëps të flats.  
*S.* Ne smete govóriti.

**Go to the Doctor and tell him to come at once.**

- I.* Andate dal dottore e ditegli  
 di venire subito.  
*G.* Shko te mieku, thui te vin  
 met shpeit.  
*T.* Sko tu mieku et vin met  
 speite.  
*Chi.* Ainde të yatroi ë thuayii të  
 viyii spëit.  
*S.* Idite po doktora i kaçite  
 mu da odmah dodje.

**Take this medicine.**

- I.* Prendete questa medicina.  
*G.* Mere ket bar.  
*T.* Piye ket bar.  
*Chi.*  
*S.* Popite óvaj lek.

**Take this man to hospital.**

- I.* Portate quest' uomo all'  
 ospedale.  
*G.* Chionie ket nieri n' hospital.  
*T.* Chio ket nieri ne hospital.  
*Chi.*  
*S.* Odnésite (odvédite) óvoga  
 čóveka u bólnicu.

GENERAL PHRASES

**Good night, madam.**

- I.* Buona notte, signora.  
*G.* Noten emir zoi.  
*T.* Naten emir, zonië.  
*Chi.* Natenë emir, zonië.  
*S.* Laku noë, góspodjo.

**Good morning, madam.**

- I.* Buon giorno, signora.  
*G.* Nadiamir zoi.  
*T.* Nadia emirzonië.  
*Chi.* Tsu divë, zonië.  
*S.* Dobro jutro gospodjo.

**Good morning, sir.**

- I.* Buon giorno, signore.  
*G.* Nadiamir zotni.  
*T.* Nadia emir zotni.  
*Chi.* Tsu divëé zotrotë.  
*S.* Dobro jutro gospódine.

**How are you ?**

- I.* Come state ?  
*G.* Chiúshye ?  
*T.* Si shkon ?  
*Chi.* Kis vétë ? kis yë ?  
*S.* Káko ste (vi) ?

**I am sorry.**

- I.* Mi rincresce. Domandoscusa.  
*G.* M' vien kec.  
*T.* Me fal.  
*Chi.* Më viën lixtë.  
*S.* Žao mi je.

**What is the news ?**

- I.* Che notizie ci sono ?  
*G.* C' far haberit ka ?  
*T.* C' fra haberi kemi ?  
*Chi.* Štë raa kémi ?  
*S.* Šta je nóvo ?

**Do you know English ?**

- I.* Sapete parlare inglese ?  
*G.* Adin hinglische ?  
*T.* Adin hinglische ?  
*Chi.* Di inghlétsë ?  
*S.* Govorite li vi éngleski ?

**Speak slowly.**

- I.* Parlate lentamente.  
*G.* Fol kadal.  
*T.* Fol kadale.  
*Chi.* Foli më gaa dalë.  
*S.* Govórite poláko.

**Please.**

- I.* Per piacere. Per favore.  
*G.* Perner (t' lutem).  
*T.*  
*Chi.* Kamridjà.  
*S.* Mólim.

**Thank you.**

- I.* Grazie.  
*G.* Falemineres.  
*T.* Faleminderes.  
*Chi.* Berkiarversenë.  
*S.* Hvála or fala lepo.

**Do you understand ?**

- I.* Avete capito ?  
*G.* Amer vesht ?  
*T.* Amer veshte ?  
*Chi.* Kupetoni ?  
*S.* Razúmete li vi ?

**I don't understand.**

- I.* Non ho capito.  
*G.* S' mar vesht.  
*T.* Nuk marveshete.  
*Chi.* Nuku kupetohi  
*S.* Ne razúmem.

**All right.**

- I.* Va bene.  
*G.* Mir.  
*T.* Fort mer.  
*Chi.* Farë mir'.  
*S.* (Vrlo) dóbro.

**There is no news.**

- I.* Non ci sono notizie.  
*G.* Ska haber.  
*T.* Skenu haber.  
*Chi.* Nuku kémi të ra.  
*S.* Néma níšta nóvog.

**How do you know ?**

- I.* Come fate a saperlo ?  
*G.* Si edin ?  
*T.* Kuedin ?  
*Chi.* Ku edi ?  
*S.* Od kuda vi znáte ?

**It is false.**

- I.* È falso. Non è vero.  
*G.* Sashte evertet.  
*T.* Sashte e vertete.  
*Chi.* Istë gheniéesta.  
*S.* Lážno je.

**I am glad.**

- I.* Sono contento.  
*G.* Yam gzushum.  
*T.* Yam igzuer.  
*Chi.* Gzonem'.  
*S.* Mílo mi je.

**Possible.**

- I.* È possibile.  
*G.* Asht memciüm.  
*T.* Mund te behet.  
*Chi.* Dhynato, ist dhynato,  
           munt.  
*S.* Móguée.

**Rain threatens.**

- I.* Minaccia di piovere. Vuol  
           piovere.  
*G.* Dot bin shi.  
*T.* Dat bier shii.  
*Chi.* Ist koa bē sii.  
*S.* Bicé kfše.

**It is moonlight.**

- I.* C' è chiaro di luna.  
*G.* Asht hana.  
*T.* Asht hona.  
*Chi.* Ka dritë të hënesë.  
*S.* Mésečina je.

**How old are you ?**

- I.* Quanti anni avete ?  
*G.* Sa viech ie ?  
*T.* Saviet ke ?  
*Chi.* Saa vietsar' yè ?  
*S.* Kóliko ímate gódina ?

**I must go.**

- I.* Devo andarmene.  
*G.* Mue m'duhet me shkue.  
*T.* Mlupset te shkoi.  
*Chi.* Prëps të vétë.  
*S.* Móram íci.

**What did he say ?**

- I.* Che cosa ha detto ?  
*G.* Shka tha ai ?  
*T.* Cka tha ai ?  
*Chi.* Ts' thaa ?  
*S.* Šta je on kázao ?

**Excuse me.**

- I.* Scusatemi.  
*G.* M' fal (m'ni).  
*T.* M fale.  
*Chi.* Dē yēm.  
*S.* Izvinite.

**There is a fire.**

- I.* C' è un incendio.  
*G.* Asht zierm.  
*T.* Ashte tserme.  
*Chi.* Atiè istë ziarmë.  
*S.* Vatra (or Požar).

**Impossible.**

- I.* È impossibile.  
*G.* Sasht memciüm.  
*T.* Sasht mem ciüm.  
*Chi.* Nuk' istë dhynaton.  
*S.* To je némoguée.

**Please come in ; sit down.**

- I.* Fatemi il piacere di entrare,  
di sedervi.  
*G.* Lelutem eya mren ; ulu ri.  
*T.* Urthno ri.  
*Chi.* Të kamridjà, eyia bérnda :  
ri.  
*S.* Slóbodno ; sédnite.

**God grant it !**

- I.* Dio lo voglia.  
*G.* Zoti e baft.  
*T.* Zoti e fali.  
*Chi.* Perendia të apiyii.  
*S.* Daj bóže.

**It is true.**

- I.* È vero.  
*G.* Asht evertet.  
*T.* Ashte e vertete.  
*Chi.* Ist vretët.  
*S.* Istina je.

**What are your wishes ?**

- I.* Che cosa desiderate ?  
*G.* Shka dishron ?  
*T.* Shka dishron ?  
*Chi.* Tsur dheron ?  
*S.* Šta želíte ?

**Thank God ! I am well !**

- I.* Grazie a Dio sto bene !  
*G.* Falemineres zotit yam  
shnosh !  
*T.* Faleminder tsatitjinem mir !  
*Chi.* Doxas' perendiënë yam  
mirë !  
*S.* Hvála bógu ; zdrav sam !

**You are welcome.**

- I.* Sietë il benvenuto.  
*G.* Mir sevien.  
*T.* Mire se erthe.  
*Chi.* Misérdhe.  
*S.* Dóbro dóšli.

**Is he at home ?**

- I.* È in casa ?  
*G.* A' asht n' shpif ?  
*T.* A ashte ne shëpti ?  
*Chi.* Ai ist bē shtipii ?  
*S.* Je li on kód kuće ?

**Who is it ?**

- I.* Chi è ?  
*G.* Kushasht ?  
*T.* Kushe ashte ?  
*Chi.* Tsili ist' ?  
*S.* Ko je to ?

**Let him enter.**

- I.* Fatelo entrare.  
*G.* Lene téhin mrena.  
*T.* Lerte vin m' brena.  
*Chi.* Lë të viyii bérnda.  
*S.* Néka údje.

**Does the water boil ?**

- I.* L' acqua bolle ?  
*G.* Apo vlon uie ?  
*T.* A vlore uii ?  
*Chi.* Zien uyiëtë ?  
*S.* Ključa (or vri) li vóda ?

**Wait for me.**

- I.* Aspettatemi.  
*G.* Prit permüe.  
*T.* Pritem müe.  
*Chi.* Primë.  
*S.* Čekajte me.

**Come with me.**

- I.* Venite con me.  
*G.* Eya me mue.  
*T.* Haide me mue.  
*Chi.* Eyia më mua.  
*S.* Dodžite samnom,  
Hajdete samnom.



**Good-bye**

- I.* Addio.  
*G.* Lomtumir.  
*T.* Ri me shnet.  
*Chi.* Të lië sendèt.  
*S.* Zbogom, dobar put.

**Au revoir.**

- I.* Arrivederci.  
*G.* Ri me shnet.  
*T.* T' mir mec.  
*Chi.* Andio.  
*S.* Dovidjenja.

**Pleasant journey.**

- I.* Buon viaggio.  
*G.* Uthamar.  
*T.* Udha e m' bare.  
*Chi.* Udhë embarë.  
*S.* (Želim vam) sretan put.

**Thank you.**

- I.* Grazie.  
*G.* Falemineres.  
*T.* Faleminderer.  
*Chi.* Berkiavesen.  
*S.* Blagodarim hvala (or) fala  
 lepo.

**Of course.**

- I.* Naturalmente.  
*G.* Posi.  
*T.* Pochitush.  
*Chi.* Ashtu ist : malista.  
*S.* Razúme ce, dabóme, na-  
 ravno.

**Please tell me.**

- I.* Per piacere ditemi.  
*G.* Perner kalçom (t' lutem  
 m' kalzo).  
*T.* Perner kaltsom.  
*Chi.* Të kamridja thuaime.  
*S.* Mólím vas, kážite mi.

**Did you understand ?**

- I.* Avete capito ?  
*G.* Amer veshte ?  
*T.* Amore vesh ?  
*Chi.* Kupetôve ?  
*S.* Jéste li (vi) razúmeli ?

**I don't understand.**

- I.* Non capisco.  
*G.* Nuk marveshete.  
*T.* Nuk po marvesh.  
*Chi.* Nukë kupetohi.  
*S.* Ne razúmem.

**What did you say ?**

- I.* Che cosa avete detto ?  
*G.* Shka pothüe ?  
*T.* Sha dhüe ?  
*Chi.* Ts' thée ?  
*S.* Šta ste (vi) kázali ?

**You are mistaken.**

- I.* Vi sbagliate.  
*G.* Ke gabim.  
*T.* Semerveshte.  
*Chi.* Kë lathos.  
*S.* Varate se.

**No matter.**

- I.* Non importa.  
*G.* Ska dert.  
*T.* Ska chieder.  
*Chi.* Nuk' pirax' ghie.  
*S.* Ne mári ništa, ništa zato.

# INDEX

[Figures in heavy type indicate the page on which description of a town will be found.]

## A

Abata, 332, 335, 410, 411  
 Abdi Pasha, Han, 120  
 Abdulić, 284  
 Acacia, 35  
 Acroceraunian Mts., 32, 33  
 Adriatic Coast; access  
     from Serbia, 45  
 Adriatic-Rumania Rly.,  
     378  
 Agaköj, 122  
 Agios: *see* Hagios  
 Agostos, 67, 371  
 Aivasil, L.: *see* Langaza L.  
 Aji, L.: *see* Tuzlu L.  
 Akinjali, 375  
 Akova: *see* Bijelopolje  
 Ak Yokush Hills, 121  
 Aladža, 134  
 Alakinci, 136  
 Albania:  
     administration, 52  
     agriculture, 32, 34  
     area, 9-10  
     climate, 25, 28  
     cultural conditions,  
         39  
     forests, 18  
     frontiers, 52  
     geology, 26  
     history, 45, 52, 53,  
         54  
     language, 52, 54  
     literature, 5  
     minerals, 18  
     mountains, 10, 11, 12,  
         17  
     physical geography,  
         17

Albania (*cont.*):  
     population, 10, 39,  
         52, 396  
     products, 19  
     religion, 41, 52  
     rivers, 23  
     topographical terms,  
         415  
     vegetation, 32  
     weights and mea-  
         sures, 390  
 Albanians, in Montenegro,  
     51  
 Aleksandrovac, 153, 204,  
     218, 222, 246  
 Aleksinac, 147, 148, 168,  
     172, 209; rly. sta., 368  
 Alessio, 298, 335, 342,  
     349, 350, 351, 406  
 Ali Hojalar, 126  
 Aliksar, 172  
 Ali Pasha, 77  
 Alizot, 84  
 Almond, 32  
 Amatovo, 361  
 Amatovo L., 126, 361  
 Ana Dere R., 67  
 Andrijeвица, 301, 302,  
     304, 307, 309, 310-313,  
     315, 325, 331  
 Angeltsi, 132  
 Angista, 376  
 Antivari, 50, 288-290,  
     293-295; rly. sta., 383,  
     384  
 Antivari B., 294  
 Antivari Company, 26,  
     382  
 Antivari, Old: *see* Stari  
     Bar

Antivari-Virbazar Rly.,  
     6, 382  
 Apidia, 129  
 Apple, 32, 35  
 Apricot, 35  
 Arangelovac, 225, 226,  
     230, 235, 236, 261, 262;  
     rly. sta., 382  
 Arapli, 61  
 Arazli R., 364  
 Arbanaška R., 202, 203  
 Arbele, 353  
 Ardamista, 73  
 Ardženica, 121  
 Argyrokastrò, 81, 83, 84,  
     93  
 Arilje, 243, 250  
 Arinista Han, 84  
 Arjan L., 126, 376  
 Armeni, 88  
 Arni, 344, 404, 405  
 Arnya: *see* Arni  
 Arositani Han, 88  
 Arsi, 337  
 Arta, 73, 77, 89  
 Arta, Gulf of, 77  
 Aržanica, 314  
 Arzen R., 99, 100, 102,  
     340, 349, 357  
 Ash, 19, 35  
 Ashti, 299, 341  
 Asprangeli Monastery, 79  
 Astaka, 79  
 Astaka L.: *see* Lapsista L.  
 Atmaja, 346  
 Austrian influence in Al-  
     bania, 53  
 Avala Mt., 237, 370  
 Avret Hissar, 61, 125, 126  
 Ayak R., 126, 374, 376

κ κ

Ayos: *see* Hagios  
 Azanja, 227  
 Azmak: *see* Orla

## B

Baba Planina, 74, 75, 114  
 Babai Boks, 334  
 Babait Han, 80  
 Babait Loches, 346  
 Babia, 106, 107  
 Babička planina, 11, 22  
 Babina glava Mt., 160  
 Babinmost, 193  
 Babuna Han, 120  
 Babuna Mts., 116  
 Babuna R., 120, 365  
 Bace, 203, 207  
 Bačevački, 260  
 Bačevica, 284  
 Bačevci, 260  
 Bačina, 211, 216  
 Badanja, Dolnja, 273  
 Badiška, 118  
 Badnjine Hill, 271  
 Badovinci, 282, 283, 287  
 Badujevac, 379  
 Bagrdan, 212, 369  
 Băich, Han, 104  
 Bajce, 292  
 Bajina Bašta, 256, 257, 283  
 Bakchelik, 294, 299, 336  
 Balajinac, 204  
 Balanovac, 173  
 Balchet: *see* Bulchizes,  
 Chafa  
 Baldrin, 299  
 Baličevac, 204  
 Balinović, 270, 276  
 Baljevac (R. Ibar), 222  
 Baljevac (nr. Lazarevac),  
 264  
 Balkan Wars, 43  
 Balta Berilovica, 166  
 Balvan, Karaula, 256  
 Baňa, 62  
 Banat Mts., 21  
 Bandol, 194  
 Bandol R., 194  
 Baničina, 226  
 Banitsa, 61, 65; rly. sta.,  
 373  
 Banja (nr. Nish), 159;  
 rly. sta., 377

Banja (nr. Priboj), 197  
 Banja Brestovačka, 175,  
 180  
 Banja Josanička, 217,  
 218, 222  
 Banjani, 254, 265, 267,  
 279  
 Banjska R. (Kumanovo),  
 141, 199  
 Banjska R. (Kuršumlje),  
 206  
 Banjska R. (Novi Bazar),  
 194  
 Banjska R. (Vrapci), 201  
 Banjska R. (Zaječar),  
 179  
 Bar: *see* Antivari  
 Barakovo, 135  
 Barbalushi, 299  
 Barbarec, 118  
 Barbarec Pass, 118  
 Barbatovac, 207  
 Barbeš, 158, 159  
 Barbeš, Dolnji, 145  
 Barbeška R., 145  
 Bare (nr. Matijevo), 308,  
 309  
 Bare (nr. Šavnik), 324  
 Barešani, 75  
 Barinska R., 285  
 Barizani, 350  
 Barley, 35  
 Barmasi, 85  
 Bashkōi, 129  
 Bašin, 263  
 Batočina, Gornja, 228  
 Batusa, 183  
 Bazar Shyak, 100  
 Bazari Matit, 353, 357,  
 358  
 Beans, 35  
 Bečanj, 224, 244, 251  
 Bednichka, 135  
 Beech, 19, 33, 35  
 Begovo Plateau, 220  
 Bekleme Hill, 157, 158  
 Bektashi, 41  
 Bela R., 171, 177, 179  
 Bela Crkva, 259, 271  
 Belai, 24, 294, 298  
 Belanovce, 200  
 Bela Palanka, 157, 159,  
 161, 167, 168, 377  
 Belareka, Dolnji, 177

Belashitsa Mts., 375  
 Belava planina, 158, 161  
 Belče, 113  
 Belege, Veliki, 269  
 Belgrade, 16, 49, 213, 226,  
 230, 237, 239, 265, 277,  
 322, 359, 360, 361; rly.  
 sta., 370  
 Belgrade L.: *see* Bio-  
 gradsko L.  
 Belibrod, 262  
 Belica R., 214, 215, 216  
 Belina, 96  
 Belitsa R., 130  
 Beljanica R., 264  
 Belogradchik, 166, 177  
 Belonjin, 203, 207  
 Belopolye, 135  
 Belotić, 281  
 Belotinci, 368  
 Belovište, 348  
 Belušić, 212, 215  
 Benkai, 303, 414  
 Benushi R., 300, 326, 404  
 Berakli, 136  
 Berane, 195, 310, 311, 315,  
 325  
 Berat, 52, 80, 81, 84, 87-  
 91, 93, 96  
 Beravica R., 119  
 Berilovac, 163  
 Beriš Deresi R., 136  
 Berisha clan, 396, 409  
 Berkovica, 164  
 Berkovica Pass, 164  
 Berovo, 129, 131  
 Berovska R., 131  
 Besduni, 79  
 Beshik Dag, 128, 129  
 Beshik Geul, L.: *see*  
 Volvi, L.  
 Beyan, 353  
 Bezani Han, 79  
 Biba, 191  
 Bigla, 134  
 Bigor Dolenci, 118  
 Bijelobabe, 197  
 Bijelopolje, 196, 198, 199,  
 304, 305, 306, 310, 312  
 Biklishta, 71, 86  
 Bilek, 322  
 Bilica: *see* Bilek  
 Biljac Han, 142  
 Bioče, 302, 310

- Biogradsko L., 311, 325  
 Biogradsko R., 325  
 Bioska, 255  
 Birch, 35  
 Bisag : *see* Fandi  
 Bisag poshtme, 345  
 Bishkash clan, 396, 408  
 Bishkasit, Chafa, 325, 327, 328  
 Bistrica, 74, 182, 306  
 Bistrica R. (Crna basin), 65  
 Bistrica R. (Drin basin), 331  
 Bistrica R. (Lim basin), 196, 197, 198, 311, 312, 314, 325  
 Bistrica R. (Tara basin), 323  
 Bistrička R., 206  
 Bitinje, 347  
 Bitolj : *see* Monastir  
 Bitsan, Dolni, 356  
 Bitsan, Gornji, 356  
 Bituch, 334, 337, 396  
 Bituchi basin, 334  
 Bituchi clan, 396  
 Bitva R., 280, 281  
 Bjelašica Mts., 27  
 Bjelica R., 233, 243, 248  
 Bjeluha, 312, 314  
 Blace, 203, 205, 207  
 Blackbirds' Field : *see* Kosovopolje  
 Blagusa planina, 363  
 Blatašnica R., 207  
 Blatište, 291  
 Blato, 158  
 Blato R., 116, 118  
 Blaznava, 230  
 Blinishti, 344, 404  
 Blisa, 354  
 Blizonjski Visovi Hills, 266  
 Blood-feud, 38, 40  
 Bltoya, 299  
 Bobote, 219, 246  
 Bodonia, 373  
 Boga, 326, 329, 331, 412  
 Bogatić, 281, 282, 287  
 Bogatsko, 69  
 Bogdanovac, 265  
 Bogetići, 297  
 Bogojevac, 144  
 Bogorodica, 127  
 Bogoroditsa, 98  
 Bogunovac, 201, 204  
 Bogutovac, 223  
 Bohemitsa, 362  
 Bohuna R., 112  
 Bojane Han, 110  
 Bojnik, 145, 201, 205  
 Boleč, 239  
 Bolešica R., 239  
 Boleška Mehana, 239  
 Boljanići, 197, 199  
 Boljevac, 171, 175, 180  
 Boljevići, 293, 384  
 Boljkovci, 253  
 Boksi, 328  
 Bop, 348  
 Bora (wind), 29  
 Borova, 84, 85, 94  
 Borovyan R., 354  
 Boroztin, 84  
 Borsi, 95  
 Borska R., 179  
 Bosava R., 364  
 Boshit, Chafa, 325, 327, 328, 332, 335, 409, 410  
 Bosnača R., 195  
 Bosnia, 12, 43, 45  
 Bošnjane, 210  
 Bošnjanska R., 216  
 Bovan, 173  
 Bovanska defile, 149, 173, 175  
 Box-tree, 34  
 Boyana R., 13-23, 26, 294, 298, 299, 300, 410, 412  
 Boyimia R., 127  
 Božuronja, 229  
 Brajinovac, 212, 215, 216, 217, 247  
 Braka, 357  
 Braljina, 149  
 Branicevo, 186  
 Brat, Mali, 352  
 Bratin, 112  
 Brčko, 285  
 Brda, 14-50  
 Brdarevo, 306  
 Brdeti, 337  
 Brdica, 299  
 Bregalnica R., 19-20, 124, 131, 133, 134, 137  
 Bregi : *see* Erzhlita  
 Bregovo, 189  
 Brejanovce, 145  
 Brenica, 167  
 Bressalija R., 200  
 Bresha : *see* Preza  
 Bresnica (nr. Vranja), 143  
 Bresnica (nr. Čačak), 251  
 Bresnica R., 251  
 Bresnitsa, 131  
 Bresnitsa, Dolnya, 141  
 Brestovac (nr. Leskovac), 145, 201, 205 ; rly. sta., 368  
 Brestovac (nr. Slatina), 179  
 Brestovik, 239  
 Brestovik Hills, 239  
 Brest poshtme, 354  
 Brest sipermie, 354  
 Brežina, 295  
 Brežina, Gornji, 167  
 Brezna, 254  
 Breznik, 156  
 Bresnitsa, 71  
 Brezovica, 313  
 Brgjani Han, 194  
 Brjanska Klisura, 234  
 Brijia, 326, 327, 333, 401, 413  
 Brlja, 164  
 Broga : *see* Milutinovac  
 Brnjica R., 195  
 Brnjčka R., 224, 251  
 Brod, 117, 118  
 Brodets, 347  
 Brus, 207, 217, 218, 221, 222, 246  
 Brusha, 332  
 Brusina Hill, 219  
 Brutit, Hani, 340  
 Brvenica R., 218, 222  
 Bryenik, 222  
 Brza Palanka, 172, 178  
 Brzečda, 18  
 Brzheta, 326, 329, 331, 412  
 Brzhita, 102  
 Bshkashit, Mali, 351  
 Buar, 258  
 Bučjanska R., 175  
 Budapest, 370  
 Budimlje, 310  
 Budjevo, 307  
 Budua, 289  
 Buf, 74, 75

Bugarinovac, 204  
 Bugarinovačka, 204  
 Buh : *see* Buf  
 Buhan, 324  
 Bujanovce, 142, 191  
 Bujimir, 147, 168  
 Buk bridge, 373  
 Bukovačka R., 249  
 Bukovča, 188  
 Bukovčan, 115  
 Bukova R., 260  
 Bukovce, Dolnje, 142  
 Bukovica, 322  
 Bukovica R., 274  
 Bukovik, 175, 321  
 Bukovo, 74  
 Bukovo Hill, 176  
 Bukovo Monastery, 187  
 Bukovska Hills, 260  
 Bukulja Mt., 382  
 Bulchizes, Chafa, 358  
 Bulgarian Orthodox Church, 44  
 Bulgars, 39-44  
 Buljeri, 342  
 Buljeri clan, 397  
 Bulsari, 353  
 Bumbarevobrd, 251  
 Bunavia, 87  
 Bunyāi, 333, 403  
 Burovac, 182, 183  
 Buševa planina, 118  
 Bushati, 299, 336, 408  
 Bushteritsa R., 333, 337, 399  
 Butka, 86  
 Butkovo L., 375  
 Butovac Hills, 200  
 Butrinto L., 82  
 Bütüchi clan : *see* Bütüchi clan  
 Buvalitsa R., 90  
 Buyuk Dere R., 126  
 Buzauyit clan, 397

## C

Cabbage, 35  
 Čačak, 35, 226, 230, 233, 234, 241, 243, 244, 250, 251, 254, 261, 262 ; rly. sta., 379, 380  
 Čajnica, 199  
 Čakor Mts., 312, 314

Čakarovo Hills, 258  
 Čardakli, 134  
 Carevmost, 297  
 Carevo, 131, 134  
 Caribrod : *see* Tsaribrod  
 Carina, 304  
 Carob-tree, 32, 33  
 Carpathian Mts., 21  
 Časke Hills, 124  
 Castagnetti : *see* Kachinetti  
 Castellastua, 289  
 Castelnovo, 288  
 Cattaro, 288, 290, 291  
 Cattaro, Bocche di, 13, 28, 50, 288, 290  
 Cattle, 38, 48  
 Četina, 144, 145, 158, 159  
 Čehotina R., 14, 305, 321  
 Čekanje, 292  
 Čekrikci, 76  
 Čelopec, 118  
 Čeltiki, Gornji, 120  
 Čem R. : *see* Zem R.  
 Čemernica R., 233, 234  
 Čemovsko Polje : *see* Zem plain  
 Čer, 114  
 Čeren : *see* Tseren  
 Černica R., 276  
 Černica, Veliki, R., 273  
 Čerova, 165  
 Čerovac, 225, 228, 263, 268, 272  
 Čerovačka, 165  
 Čerovik, 161  
 Čerovo Pass, 372  
 Čer planina, 16  
 Čerska R., 114  
 Červnik, 131  
 Čestobrodica R., 174  
 Četinje, 30, 50, 290, 292, 322  
 Chafa (pass) : *see under specific names*  
 Chakan, 64  
 Chakirka Mts., 63  
 Chale, 104  
 Chams, 42  
 Chardakli, 133  
 Chaushli, 97, 98  
 Chechin Lyuma, 340

Cheese, 38  
 Chekre, 66  
 Cheltikohi, 63  
 Čepelje R., 376  
 Cherava, 97, 98  
 Chereti, 337  
 Chereti clan, 397  
 Cherna-bichakāi, 97  
 Chermathani, 96  
 Cherry, 35  
 Chesmes, Han, 326, 329, 331  
 Chestnut, 33  
 Chiams : *see* Chams  
 Chika, Mali, Mts., 95  
 Chingane Boghaz (gorge), 362  
 Chinima, 344  
 Chirit, Chafa, 344  
 Chuka Golek Mt., 134  
 Chukur Ambar, 69  
 Chütetit, Ura, 358  
 Čičevac, 150, 211 ; rly. sta., 369, 380  
 Čifte Han, 138  
 Čijevna R. : *see* Zem R.  
 Coal, 16  
 Compagnia di Antivari : *see* Antivari Company  
 Compagnie des Chemins de Fer Orientaux, 360  
 Constantinople, 373, 376  
 Copper, 16  
 Copper beech, 35  
 Corfu, 30, 31, 82  
 Cork oak, 32  
 Corn, 25, 33  
 Crkvanska R., 271  
 Crkvice, 31, 321  
 Crkvice, Dolnje, 321  
 Crkvina, 292  
 Črljeni, Veliki, 264  
 Črtnica R., 23, 384  
 Črtničko Polje, 384  
 Črna Bara, 280, 281, 282, 283, 287  
 Črnabarski-Salaš, 287  
 Črna Gora Mts., 141, 193, 199, 200, 377  
 Črnajka, 187, 188  
 Črnajka R., 177, 178, 184, 187, 188  
 Črna R. (NE. Serbia), 173, 179

Crna R. (SE. Serbia), 134  
 Crna R. (SW. Serbia), 19,  
 76, 113, 114, 119, 123,  
 124, 365  
 Crnica R., 150, 151, 174,  
 381  
 Crniće, Mali, 183  
 Crni Kamen R., 134  
 Crniljevo, 272  
 Crni planina, 202  
 Crnipotok R., 383  
 Crni Vrh Mts., 161, 180,  
 215, 369  
 Crnojevica R., 22, 295  
 Crnokoca Hills, 259, 260  
 Crnoljeva, 341  
 Crnoljeva R., 192, 341  
 Crno Polje, 139  
 Crnuća, Donja, 252  
 Croatia-Slavonia, 46  
 Croats, 46  
 Crsko, Dolnja, 115  
 Crvena, 278  
 Crvena R., 159  
 Crvena Reka, 159; rly.  
 sta., 377  
 Čuka, Mali, Mt., 170, 176  
 Čukojevac, 225, 245, 247  
 Čukojevačka R., 225, 247  
 Čuprija, 151, 174, 210,  
 211; rly. sta., 369, 380  
 Curkovac, 155

D

Dabilja, 130  
 Dalmatia, 46  
 Damjan, 132, 133  
 Danilovgrad, 292, 296  
 Danube R., 5, 9, 154, 171,  
 187, 238, 239, 370, 378,  
 380, 381  
 Darchi R., 103  
 Dartha, 107, 345  
 Dartha, Han, 337  
 Darthas, Proni, 345  
 Dašnica, 219  
 Davidovo, 363  
 Davidovačka Mts., 12-22  
 Davidovica, 142  
 Debre, 278, 279  
 Dobrište, 118  
 Dechan Monastery, 345,  
 346, 411

Dedeagach, 373, 376  
 Dekutinci, 155  
 Delai, 303, 414  
 Delbinishti, 350  
 Deliderlica, 122  
 Delmiraga, 78  
 Delvinaki, Han, 81, 84, 93  
 Delvino, 81, 82, 83  
 Delvino, plain of, 81  
 Demirhisar (Serbia), 114  
 Demirhisar (Greece), 130;  
 rly. sta., 375  
 Demir Kapu, 19, 127;  
 rly. sta., 364, 365  
 Demir Kapu defile, 364  
 Derveni, 350, 351  
 Derveniit, Chafa, 352  
 Derveniit, Mali, Mt., 351,  
 406  
 Dervent, Han, 196  
 Derventa R., 256, 257  
 Desat planina, 353  
 Desna Babuna R., 120  
 Desnitsa R., 80, 93  
 Despotovica R., 234, 251,  
 252  
 Devebajir Pass, 138, 140,  
 141  
 Devoli R., 18, 19, 71, 86,  
 90, 96, 97  
 Deževa R., 221  
 Dibra, 20, 107, 108, 109,  
 117, 352, 353, 358, 405,  
 406  
 Dibra clan, 40, 397  
 Dibri clan, 397  
 Dibri R., 342, 397, 407  
 Dičina R., 234, 254  
 Dilit, Chafa, 331  
 Dimotika, 376  
 Dinaric Alps, 10, 11, 12,  
 17  
 Dioclea: *see* Duklja  
 Dioryx R., 79  
 Dipotamos, 73  
 Dešat Mts., 20  
 Divci, 253, 261  
 Divjak, Dolnji, 114  
 Divjak, Gornji, 114  
 Divostin, 252  
 Djeneral Yankovic: *see*  
 Elshan  
 Djetinja R., 240, 241,  
 250, 255, 379

Djevdjelija: *see* Gevgeli.  
 Djunis, 369  
 Dobovyani, 108, 109  
 Dobra Mt., 133  
 Dobrača, 249  
 Dobrakova, 306  
 Dobrava, 384  
 Dobrava R., 268, 272, 279  
 Dobravoda, 294  
 Dobrište, 348  
 Dobrodo, 227  
 Dobronik, 80  
 Dobropoljska R., 175  
 Dobrotić, 202  
 Dobroskoselo, 293  
 Dobržane, 136  
 Dodai, 355, 405  
 Doganyi, 135  
 Dohojevici, 195  
 Doiran, 9, 61, 125, 126,  
 127, 129; rly. sta.,  
 362, 363, 374  
 Doiran L., 19, 20, 126  
 127, 374  
 Dolemi, 114  
 Dolen R., 123  
 Doline, 33  
 Dolyana, 84  
 Domjonit Han, 337  
 Domni, 327, 328, 398, 413  
 Domorovec, 191  
 Domuzova, 108  
 Dortal, 67  
 Dova Tepe, 375  
 Dovra, Han, 79  
 Dovratovon, 71  
 Dračić, 261  
 Dragačica, 233  
 Dragarina, 113  
 Dragisec Mts., 113, 114  
 Dragocvet, 214  
 Dragoman defile, 162, 377  
 Dragomir, 130  
 Dragoneva Mts., 130  
 Dragor R., 65, 76  
 Dragoš, 75  
 Dragoševo, 311  
 Dragoti, 93  
 Dragovljici, 323, 324  
 Draguška, Dolnja, 207  
 Draguška R., 207  
 Drajić, 347  
 Drama, 373; rly. sta.,  
 376

Dramanitsi R., 376  
 Draževac, 147  
 Draževići, 196  
 Dražina, 155  
 Drcevac, 144  
 Drcka R., 304, 308, 309  
 Drenacka R., 219  
 Drenica R., 314  
 Drenova, 198  
 Drenova, Veliki, 216, 247  
 Drenovac, 280  
 Drenovo, 86  
 Drenovo, Han, 124  
 Drenska planina, 122  
 Drin R., 12, 24, 28, 40,  
     133, 298, 299, 300, 304,  
     332, 333, 335, 338, 339,  
     341, 345, 353, 397, 407  
 Drin, Black, R., 17, 18, 19,  
     107, 108, 339, 340, 352,  
     358, 397, 405  
 Drin, White, R., 11, 12,  
     14, 15, 17, 28, 34, 314,  
     339, 340, 341, 345,  
     346  
 Drina R., 13, 14, 198,  
     199, 257, 271, 277, 283,  
     382, 400  
 Drinassa R., 24, 294, 299,  
     300, 336, 341  
 Drinjača R., 285  
 Drishti clan, 398  
 Drisko Mts., 73  
 Drizit, 89  
 Droya R., 350, 406  
 Drmno, 154  
 Drynos, 83  
 Drynos, plain of, 81  
 Drynos R., 81, 84, 93  
 Dub, 257  
 Dubac, Gornji, 248  
 Dubci, 255, 256  
 Dublje, 282  
 Dubnica, Dolnji, 206  
 Dubnica R., 205, 206  
 Dubočica R., 223, 258  
 Duboko, 185  
 Duboko R., 240, 258, 259,  
     323  
 Dubranica, 153  
 Dubravica, 380  
 Dubritsa, 130  
 Dudular, 61  
 Dugapoljana, 195

Dukajin clan, 90, 398, 407 :  
     *see also under specific*  
     *names*  
 Dukajin Mts., 17  
 Dukati R., 95  
 Dukatino, 132  
 Duklje, 296  
 Dulcigno, 50, 51, 293, 294,  
     295  
 Dulenka R., 215, 216, 217  
 Dulje, 341  
 Dupeni, 86  
 Durazzo, 18, 52, 54, 99,  
     103, 349, 350, 351  
 Durazzo, C., 99, 100  
 Durazzo Mt., 99  
 Durmish, 80  
 Durmitor Mt., 13, 14, 321  
 Dušangrad, 347  
 Dušanovac, 172  
 Dushari, 92  
 Dushi poshtme, 337  
 Dushit, Proni, 337  
 Dushku, Han, 97  
 Dushmani, 332, 396, 399  
 Dushmani clan, 398  
 Dutsāi, 329, 331  
 Duvanšte, 282  
 Dvoran, 85  
 Džami Karadagh, 200  
 Džep, 143 ; rly. sta., 368  
 Džepčista, 348  
 Džvan, 114

## E

Edrenik, 132  
 Egri Bujak Plain, 67, 68  
 Egri Bujak R., 372  
 Egri Palanka, 134, 138,  
     140  
 Ejevo Polje, 137  
 Ekmeçluk Hills, 239  
 Ekshisu, 372  
 Elason, 68  
 Elassona : *see* Elason  
 Elbasan, 52, 90, 91, 92,  
     99, 100, 102-104, 106,  
     353, 357  
 Elbasan Plain, 106  
 Eles-han, 190, 348 ; rly.  
     sta., 376  
 Elm, 19, 35  
 Elmizi, 85

Elmizi R., 84  
 Endek R., 292  
 Epirus, 39, 53  
 Epiroti, 39  
 Episkopi district, 84  
 Erdželi, 135, 137  
 Erenik, 346  
 Erenik R., 334, 339  
 Erma R. : *see* Trnska R.  
 Ernevesti, 67  
 Erzhitia, 101  
 Essad Pasha, 54, 90, 96

## F

Faković, 284  
 Fan R., 342, 343, 351, 352,  
     397, 399, 403, 406  
 Fandi, 344, 345, 399, 408  
 Fandi clan : *see* Fani clan  
 Fangu, 352  
 Fani clan, 399  
 Fan i Goyanit R., 337, 404,  
     412  
 Fan i Math R., 18, 337,  
     342, 343, 407, 408  
 Fan i Vogel R., 18, 343,  
     344, 399, 407  
 Fans, Chafa : *see* Thans,  
     Chafa, 325  
 Fares, 352  
 Fariš, 123  
 Farka, Han, 357  
 Farka R., 101, 357  
 Farmaki, 296  
 Feras, 89  
 Ferejik, 373  
 Ferizović, 142, 191, 192,  
     200, 341, 346, 377  
 Feshim, 351  
 Fesombey, Han, 73  
 Fieri, 87, 89, 90, 95  
 Fig, 25, 32  
 Filirates, 83  
 Filippiades : *see* Philippiades  
 Filotikos R., 83  
 Filthana, 342, 343, 349  
 Fir, 33, 34  
 Firtha, *see* Fyertha  
 Fitoki R., 84  
 Flak, Chafa, 351  
 Flax, 34  
 Flera, 95  
 Flet : *see* Fleti

Fleti, 338  
 Floch, 358  
 Floki, 86  
 Florina, 65, 70, 74, 75,  
 86; rly. sta., 373  
 Flysch, 34  
 Foca, 321  
 Fshait, Ura, 346  
 Fsheher, 351, 352, 353  
 Fültset, 353  
 Furka, 94  
 Fusha Arsit, 337  
 Fusha Lichenit, 332, 333  
 Fusha Rudintsa, 331  
 Fusha Sajakut, 352  
 Fyertha, 337

G

Gaglovačka R., 209  
 Gajrese, Proni, 117  
 Galichitsa Mts., 86  
 Galiko R., 61, 125, 129,  
 361, 371, 373, 374  
 Garančic, Han, 301, 302,  
 304  
 Gariza Hills, 159  
 Garlic, 35  
 Gashai R., 327  
 Gashi clan, 399  
 Geguseñ, 333, 403  
 Genish Dere R., 63  
 Georgioutsades, 81, 83, 93  
 Gerbashel, 126  
 Geuksheli, 127  
 Gevgeli, 62, 126, 167, 360,  
 362; rly. sta., 363  
 Ghegs, 18, 39-41  
 Giadri: *see* Jadr  
 Gida, 66  
 Gida-Kapsohora, 371  
 Gijavat Pass, 112  
 Gilan, 191, 192, 193, 199,  
 200, 201  
 Gilan, Plains of, 15  
 Gialnce, 340  
 Gimai, 327, 328, 411  
 Ginci R., 164  
 Gipsies, 39  
 Giushevo, *see* Gyushevo  
 Gjakovica: *see* Jakova  
 Gjergjelin, 211  
 Gjonovica, 115  
 Gjunistka R., 209

Gjurgjeva Glava, 163  
 Gjurgjevi Stupovi Monas-  
 tery, 311  
 Gjurnac, 237  
 Gjurov Bunar, 116  
 Glava, 80  
 Glavanovtsi, 156  
 Glavica, 212  
 Glavica Hill, 152  
 Glina, 85  
 Glišic, 124  
 Glob Mt., 180  
 Globočica, 348  
 Glogje, 348  
 Glogovac (nr. Crna Bara),  
 282  
 Glogovac (nr. Čuprija),  
 212  
 Glogovac (nr. Svilajnac):  
*see* Kusiljevo  
 Glossa, C., 18, 88  
 Glubočica, Han, 140  
 Glušci, 221, 280, 281, 282  
 Goasa, Han, 97, 103  
 Goč, 246  
 Godalesh, 357  
 Golait, 339  
 Gold, 17  
 Golek Mts., 134  
 Golema R. (Bojnik), 201,  
 202  
 Golema R. (nr. Dibra),  
 109  
 Golema R. (nr. Kuman-  
 ovo), 136  
 Golemi (S. Albania), 96  
 Golemi (Scutari), 328  
 Golemoselo, 143  
 Goli Vrh, 188  
 Goljak Mt., 193  
 Golobok, 227  
 Golubac, 185, 186  
 Golubnje Mts., 11, 12, 22  
 Golubovac, 220  
 Golyosh Dagh Mt., 314  
 Gömsiche, 337, 413  
 Gömsiche R., 336, 337,  
 397, 398, 408  
 Gora, 347  
 Goračići, 233  
 Gorañi, 83  
 Gorazda, Mt., 291  
 Gorazda, 199  
 Gorčinci, 157

Gorica, 294, 295  
 Gorijevnica, Dolnja, 234,  
 244  
 Goritsa (nr. Dibra), 352,  
 358  
 Goritsa (nr. Valona), 83,  
 86, 89  
 Goritsi plain, 93  
 Gornichevo, 65  
 Gornjačka defile, 181,  
 183  
 Gornjeselo, 347  
 Gornji: *see under specific  
 names*  
 Gostil, 356  
 Gostima, 90, 92  
 Gostivar, 109, 113, 116,  
 340  
 Gotovuša, 199  
 Goyani, 337, 408, 412  
 Goyanit, Lyumi, 337  
 Grabom, Han, 303, 326,  
 327, 401, 402, 413  
 Grabovac, 247  
 Grabovica, 172  
 Grabovica R., 249  
 Grabovnica R., 219  
 Grabovnica, Veliki, 219  
 Gračanica R. (affluent of  
 Drina), 285  
 Gračanica R. (affluent of  
 Sitnica), 192, 200  
 Gračanica R. (Nikšić),  
 323, 324  
 Gracina Hill, 249  
 Gračinica, 306  
 Gracko: *see* Viničani-  
 Gradsko  
 Gradec planina, 131  
 Gradeshka R., 364  
 Gradeshnica, 75  
 Gradina (nr. Bajina Bašta),  
 256  
 Gradina (nr. Nikšić), 297  
 Gradišta, 91  
 Gradište planina, 136  
 Gradište, Veliki, 154, 186  
 Gradobor, 125  
 Gradska R., 157, 166  
 Gradsko, 123, 381  
 Grajevack, 144  
 Gramačel, 346  
 Gramada, 135  
 Gramada Pass, 167



Grammos, 86  
 Grammos Mts. 28, 85  
 Gramshi, 336  
 Granica, 292  
 Grčak, 218  
 Grdeljica, 143, 157, 368  
 Great, 368  
 Greben Plateau, 162  
 Grebrena Hills, 164  
 Greece : money, weights,  
 and measures, 386  
 Greek influence in Al-  
 bania, 52, 53  
 Greeks, 39  
 Grevena, 71  
 Grevenitikos R., 71  
 Grizha clan, 400  
 Grjina R., 95  
 Grlena, 134  
 Grljan, 170, 378  
 Grljiška R., 169  
 Grljište, 169  
 Grmen, 85  
 Grocka, 239  
 Gropa, 63  
 Gropa e Bors, 330, 331  
 Gropa, Han, 327  
 Grošnička R., 224, 247  
 Gruda clan, 400, 405  
 Gruemira clan, 400  
 Grška Jadrit, 342  
 Grupšin, 110  
 Gruža R., 224, 247, 251,  
 252  
 Grza R., 174  
 Gshtars, Licheni, 331  
 Gubeš, 164  
 Guča, 233  
 Gučevo Mts., 276  
 Guljanska Mts., 12, 22  
 Gümenje, 62, 126 ; rly.  
 sta., 362  
 Guncati, 264  
 Guribarth, 357  
 Gurije : *see* Koritza  
 Gurikuch Mt., 344  
 Guri Prere, Chafa, 91  
 Gurit, Chafa, 336  
 Gur-i-zi : *see* Karatash Kula  
 Gurra R., 327, 328  
 Gursi poshter, 349  
 Gurzikaki, 83  
 Gusinje, 303, 326, 327,  
 330, 331

Guvezne, 128  
 Guynovtsi, 140  
 Gvozd, 197  
 Gvozd, Han, 321  
 Gyushevo, 141

## H

Hadirfaki, 135, 137  
 Hadjarlar, 122, 136  
 Hadžiovce, 109  
 Hagios Georgios Ch., 78  
 Hagios Georgios Mts., 72  
 Hagios Nikola, 79  
 Hagios Yani Mon., 78  
 Haidarli, 126  
 Haidarli, 67  
 Haji Bekyar, 106, 107  
 Haji Beylik, 375  
 Haji Yunus, 374  
 Hajkabila, 201  
 Hamala, 349  
 Hamidie, 93  
 Hamzali, 130  
 Han : *see specific names*  
 Hanbol R., 95  
 Haračina, 122, 139  
 Harilovo, 114  
 Harmankeui, 61  
 Hasanbegovo, 139  
 Hassan Beyut, Ura, 90,  
 96  
 Hassi clan, 400  
 Hay, 34, 35  
 Hazel-tree, 32  
 Helm, 300  
 Helm Mt., 22, 302.  
 Helshani : *see* Hilsharit  
 Herseg, 82, 84, 85  
 Herzegovina, 43, 45  
 Hilsharit, 339  
 Hirsova, 126  
 Hoja Balkan Mts., 340  
 Holeven, 74  
 Hoti clan, 40, 326, 401,  
 405  
 Hotit, Licheni, 22, 300,  
 326, 401  
 Hrankovački R., 140  
 Hrbel : *see* Arbele  
 Hrupishta, 69  
 Hudovo, 363  
 Hum, 321  
 Hum Castle : *see* Helm

Hurpeshte : *see* Hrupishta  
 Hurthas, Proni, 351

## I

Ibalya, 337, 338, 413  
 Ibar R., 12, 14, 15, 193,  
 194, 195, 206, 207, 217,  
 218, 221, 222, 223, 243,  
 245, 246, 315, 379  
 Ibrahimovce, 121, 139  
 Ibrova R., 117  
 Ikmečić, Han, 196  
 Illyrians, 39  
 Ionian Islands : weights  
 and measures, 388  
 Ipek, 13, 14, 17, 35, 51,  
 193, 195, 307, 312, 314,  
 315, 326, 331, 345, 346  
 Iset Soft, 354  
 Ishiklar, 67  
 Ishmi, 349  
 Ishtib, 121, 122, 124, 133,  
 135, 137, 139, 140  
 Istibanja, 134  
 Iva Hill, 271  
 Ivančišta, 117  
 Ivanje, 348  
 Ivanjica, 223, 232, 248,  
 249  
 Ivica, 322  
 Izica, 118  
 Izica, Han, 118  
 Izvor (nr. Krčova), 117  
 Izvor (nr. Kumanovo),  
 200  
 Izvor (nr. Prilip), 120  
 Izvor R., 163  
 Izvor, Veliki, 170, 381

## J

Jablan, 302  
 Jablanica, 347  
 Jablanica R. (E. Serbia),  
 145, 193, 201, 368  
 Jablanica R. (NW. Ser-  
 bia), 259, 270, 276  
 Jablanov Mt., 13, 14  
 Jabuka, 198, 302  
 Jabukovac, 172, 187  
 Jadar R., 269, 270, 273,  
 274, 276, 286  
 Jadri, 299

Jadri, 335  
 Jadri R., 342, 343, 398, 408  
 Jagodina, 150, 151, 152,  
 211, 212, 214, 216, 217,  
 247; rly. sta., 369  
 Jajina Hills, 248  
 Jak: *see* Blood-feud  
 Jakimova, 134  
 Jakova, 14, 17-51, 191,  
 192, 193, 314, 332, 334,  
 335, 337-339, 341, 345,  
 346, 396, 397  
 Jalovik, 117, 271  
 Jama Bistra Mts., 20, 117  
 Jamaliya, Han, 76  
 Jani, 334  
 Janja, 283  
 Jankova Klisura, 207  
 Janosica Hills, 169  
 Jarebice, 273, 276  
 Jargariyi, 76  
 Jasenica R., 187, 213, 226,  
 228, 230, 234, 235, 263,  
 370  
 Jasenovno, 323  
 Jasika, 210, 216, 247  
 Jasike Hills, 266  
 Jastrebac Mts., 16, 208  
 Javor, 231  
 Javor Mts., 231  
 Javorac Mt., 207  
 Jelakci, 218  
 Jelelli, 67  
 Jelica Mts., 233, 248, 250  
 Jerez R., 280  
 Jerez, Veliki, R., 281  
 Jevremovac, 273  
 Jews, 39  
 Jezava R., 214  
 Ježevac Mt., 181  
 Joani, 327, 328, 409  
 Jonpepai, 332, 333, 335,  
 337, 408  
 Jore, 95  
 Jorm, 102  
 Jošanica R., 194, 217, 218,  
 221, 222  
 Jovanovačka R., 149, 150  
 Juba, 350  
 Juma, 67  
 Juma'-i-Bala, 130, 135  
 Jumaya: *see* Juma'-i-Bala  
 Jura, 105, 107  
 Jurs, Chafa, 338

## K

Kabashi, 401  
 Kablar Mt., 242  
 Kačanik, 190, 191, 347,  
 348, 377  
 Kačanik Pass, 20  
 Kačevo, 197  
 Kachenik, 352  
 Kachiñeti, 342  
 Kadinjača Hill, 256  
 Kadinoselo, 122  
 Kakavia, 84  
 Kakerdoku, 351, 396  
 Kalafat Hills, 174  
 Kalamas R., 74, 79, 82,  
 83, 84  
 Kalanjevci, 235  
 Kalenička R., 211, 216  
 Kalesiotis R., 81, 82, 83  
 Kalfani, 90  
 Kalimanci, 134  
 Kalinička R., 175  
 Kalis: *see* Klyeshe  
 Kalishta, 98  
 Kalivachi, 342, 398  
 Kalivaki, Han, 79, 80, 81,  
 82, 83, 84  
 Kalivari, 337, 413  
 Kalkandelen: *see* Tetovo  
 Kalmeti, 343  
 Kalori, 342, 398  
 Kalugerica, 132  
 Kalya Dodese, 355  
 Kaman Mts., 18  
 Kamberovo Česma, 119  
 Kamendol, 123  
 Kamenica, 140, 269, 270,  
 274, 295  
 Kamenica R., 229, 242,  
 262  
 Kamenita Mt., 218  
 Kamenova, 183  
 Kametsai, 343, 352  
 Kamišnica R., 256  
 Kanina, 75  
 Kanje, 305, 306  
 Kantasa, 78  
 Kaona, 248  
 Kapi Lyapere, 355  
 Kapinova, 91  
 Kapishtitsa, 71  
 Kaplan, L., 121  
 Kapschora, 66, 371

Kara Azmak R., 66  
 Karabanja Hills, 164  
 Karabunar, 125  
 Kara Dagħ, 111, 375  
 Karadagh Reka, 200  
 Karadžali, 137  
 Karađica planina, 20, 111  
 Karaferria: *see* Verria  
 Karahojali, 124  
 Karaissi, 128  
 Karajtsalar, 68  
 Karalibey, 82  
 Karan, 240, 258, 259  
 Karanovčić, 211, 216, 247  
 Kara Orman, 133  
 Kara Su, 62  
 Kara Su: *see* Crna R.  
 (SW. Serbia)  
 Kara Su bridge, 365  
 Karaš R., 193  
 Karasu Chai: *see* Struma  
 Karasuli, 62, 126; rly.  
 sta., 361, 362, 374, 376  
 Karatash Kula, 347  
 Karatuna R., 23  
 Karaula: *see under*  
*specific names*  
 Karabunica, 115  
 Kari Kosine, 347  
 Karli Dagħ Mts., 68  
 Karst, 13, 21, 401  
 Kastanja, 67  
 Kastoria, 68, 69, 70, 86  
 Kastr, Mala, Mts., 89  
 Kastraticlan, 40, 401, 405  
 Kastratit, Licheni, 22,  
 397  
 Katavothra: *see* Doline  
 Katito R., 82  
 Katsikat, 74  
 Katun (Montenegro), 289  
 Katun (Serbia), 168  
 Kavadar, 124  
 Kavalla, 130, 376  
 Kavashla, 67  
 Kavaya, 97, 103  
 Kavaya R., 103  
 Kayalar, 68  
 Kažani, 112  
 Kaznori, Chafa, 345  
 Kelizoni R., 91, 92  
 Kelmeni clan: *see* Kle-  
 menti clan.  
 Kenali, 64, 373

Kerjalar, 371  
 Kerveni, 80  
 Kesar, 87  
 Kesrie : *see* Kastoria  
 Khimara Mts., 18  
 Kiari planina, 84, 85  
 Kijevo, 193, 314  
 Kilindir, 9, 126 ; rly. sta., 362, 374, 376  
 Kinam, 84  
 Kipurynos, 72  
 Kiri, 341, 409  
 Kiri R., 24, 327, 328, 332, 334, 336, 398, 409, 413  
 Kisela Voda, 230, 382  
 Kisha Shatit : *see* Shatie  
 Kisha Shlakut : *see* Shlaku  
 Kisha Vels : *see* Velya  
 Kisiljevo, 154  
 Kitsok, Chafa, 80  
 Kiz Kaleshi, 347  
 Klabuchishta, 75  
 Kladanj, 285  
 Kladerop, 75  
 Kladnica, 231  
 Kladnica R., 231, 261  
 Kladovo, 172  
 Kladruha R., 260  
 Klementi clan, 40, 402, 404, 405  
 Klenak, 280  
 Klenje, 282, 283, 287  
 Klenovec, 117  
 Klenye, 107  
 Kleshtina, 75  
 Kliseli, 135, 137  
 Klissura (Albania), 80, 92, 93  
 Klisura (Bulgaria), 154, 156  
 Klisura Monastery, 250  
 Klisura R., 134  
 Klisurica defile, 230  
 Klmeni clan : *see* Klementi clan  
 Klojen, 332, 399  
 Klokočevac, 178, 188  
 Klokot, 192  
 Klopot, 302  
 Klyeshe, 345, 405  
 Klyosa, *see* Bazari Matit  
 Knjé, 251

Knjaževac, 160, 161, 168, 169, 173, 175 ; rly. sta., 378  
 Kočana, 133, 134  
 Kočana plain, 20  
 Kočane, 145, 203, 204, 205  
 Koceljeva, 268  
 Kochai clan, 402  
 Koder Ars, Hani, 329  
 Koja-Ahmedli, 69  
 Koja Dere, 362  
 Koja Su, 375  
 Kojlice, 122  
 Kokoti, 296  
 Kolari, 227, 236, 237  
 Kolašin, 296, 304, 310, 322, 325, 332  
 Kolchi, 344  
 Kolchit, Chafa, 333  
 Kolesyan, 356, 405  
 Kolitsko, 136  
 Kolonia : *see* Herseg  
 Kolonia Plateau, 84  
 Kolubara R., 14, 35, 237, 253, 260, 261, 262, 264, 266, 380, 382  
 Kom Kučki, 308  
 Kom Mts., 302, 304, 308  
 Komana, 333  
 Komano, 68  
 Komara Hills, 164  
 Komarica, Karaula, 197  
 Komarica Pass, 197  
 Komarusha R., 331  
 Komoljske planina, 181, 185  
 Komsa R., 181  
 Komštica, 163, 164  
 Kom Vasojevički, 308  
 Konarevo, 223  
 Končulj, 191, 192  
 Konispolis, 83  
 Konitsa, 71, 84  
 Konjare, Dolnje, 141  
 Konjari, Mali, 116  
 Konjari, Veliki, 116  
 Konjeviće, 233, 244  
 Konjska R., 227, 255  
 Konjsko, 324  
 Konjsko Hills, 323  
 Konjuška R., 207, 247  
 Konjuvci, Dolnji, 202  
 Konjuvci, Gornji, 202

Konska R., 156  
 Kopač, 115  
 Kopajkošara, 167, 168  
 Kopaonik Mts., 12, 13, 206, 207, 218, 219, 246  
 Kopašnica, Mali, 143  
 Kopliku, 327, 400  
 Kopliku clan, 403  
 Koprivnica, 171  
 Koprülü : *see* Veles  
 Korenatac R. : *see* Timok, Trgoviski, R.  
 Korenita R., 275  
 Korička R., 169  
 Koritnik Mt., 347  
 Korito, 322  
 Koritsa : *see* Koritza  
 Koritza, 69, 71, 81, 82, 84, 85, 91, 92, 97, 108, 112  
 Koritza plain, 97  
 Korjen planina, 305  
 Korman (nr. Aleksinac), 148, 209, 368  
 Korman (nr. Kragujevac), 228  
 Kormos R., 81, 84  
 Kosaonica R., 206  
 Kosatica R., 197  
 Kosel, 112  
 Koševina planina, 197  
 Kosjeriči, 260  
 Kosmaj Mt., 236, 370  
 Kosmara, 76  
 Kosmira, 83  
 Kosovo plain, 14, 15, 27, 42, 191, 192, 193, 315 ; 377  
 Kostovo : *see* Gostivar  
 Kosturino, 128  
 Kosure, 341  
 Košutica, 206  
 Kote, Han, 120  
 Kotešica, 267  
 Kotica R., 258  
 Kotor : *see* Cattaro  
 Kotraška R., 232, 233  
 Kotraža Vučkovica, 232  
 Kovačevac, 236  
 Kovi Kući, 352  
 Koviljača, 285, 286, 380, 382  
 Koviljak Mt., 173

Kozana, 65, 68  
 Kozara, 96  
 Kozare, 143  
 Kožetinska R., 219  
 Kozluk, 285  
 Kozyak, 87  
 Kraba Pass, 101, 102  
 Krabe, Han, 100, 101, 102  
 Krabi Mts., 18  
 Kragujevac, 16, 30, 212,  
 215, 217, 225, 226, 227,  
 228, 230, 235, 247, 251,  
 252, 263; rly. sta.,  
 369, 379  
 Kralje, 309  
 Kraljevica Hill, 176  
 Kraljevo, 14, 194, 217,  
 223, 224, 232, 234, 243,  
 244, 245, 246, 247, 248;  
 rly. sta., 379  
 Kraljevo Selo, 169  
 Kraljevsko Kolo, 325  
 Kraljićka R., 308, 309  
 Kraolje, 168  
 Krapa, 118  
 Krasnichi clan, 403  
 Krastafilak, 97  
 Kratova R., 197  
 Kratovo, 134, 136, 138,  
 140  
 Kratovska R., 136  
 Krčmara R., 225  
 Krčmari, Mali, 225  
 Krčmari, Veliki, 225  
 Krčova, 113, 115, 117;  
 rly. sta., 381  
 Kremath, 339  
 Kremenik Mt., 197  
 Kremjan, 64  
 Kremna, 255  
 Krena R., 334, 346  
 Krepoljin, 181  
 Kroya, 344, 404, 405  
 Krievče, 313  
 Kritsina, 78  
 Kriva R., 138, 140  
 Krivaje, 197  
 Kriva Lakavica R., 124  
 Kriveli, 179, 180  
 Krividol, 137  
 Krivivir, 174, 381  
 Krivogaštani, 116  
 Krivolak, 122, 124, 125;  
 rly. sta., 365

Krivoši, 288  
 Krivovirski R.: *see*  
 Timok, Crna, R.  
 Krivtsi, 69  
 Krizevica R., 284  
 Krnjevo, 213, 370  
 Kroya, 350, 406  
 Krsna, Mala, 214, 227  
 Krstac, 291  
 Krüe Zi R.: *see* Zi, Legumi  
 Krüezez clan, 403, 406  
 Krüezezi, 343  
 Kruhali, 200  
 Kruma R., 334, 338, 396,  
 400  
 Krupac, Dolnji, 168  
 Krupanj, 275, 276, 285  
 Krupšte, 134  
 Krüsa, 294  
 Krusar, 161  
 Kruševac, 14, 15, 35, 149,  
 150, 205, 207, 208, 209,  
 210, 219, 220, 222, 245,  
 246, 247; rly. sta., 379,  
 380  
 Kruševica, 262  
 Kruševica planina, 307  
 Krusevići, 322  
 Krušovo, 113, 114, 116  
 Kruša, 345  
 Kruša-mathe, 346  
 Krušije, 112  
 Kruška, 114  
 Kruya: *see* Kroya  
 Kseria R., 84  
 Kthela, 353  
 Kthela clan, 403, 408  
 Kubršnica R., 226, 229,  
 236, 262, 370  
 Kućajna, 185  
 Kučevo, 182, 184, 185  
 Kuchi, 95, 96, 407, 408  
 Kučista, 292  
 Kučki Kom Mt., 13  
 Kuka, 354  
 Kukavica, 231  
 Kukavica R., 231  
 Kukli, 299  
 Kukljin, 247  
 Kukurečani, 113  
 Küküs, 339, 340, 353, 356  
 Kukush, 125, 126, 129,  
 374  
 Kula, 170, 177

Kula Lyums, 340, 356  
 Kula Matyes, 353  
 Kula Staplik, 355  
 Kulina, 148  
 Kulumbria, 338  
 Kumani, 89, 90  
 Kumanovo, 122, 136, 139,  
 141, 156, 193, 199;  
 rly. sta., 360  
 Kumuls, Chafa, 345, 399,  
 405  
 Kumuls, Chafa, 91  
 Kumuls, Proni, 338, 345  
 Kunja, 294  
 Kunova, 115  
 Kunovica R., 159  
 Kurdarey, 353, 407  
 Kurila Mts., 83  
 Kurilovo, 167  
 Kurlaj, 303, 304  
 Kuršumlje, 193, 202, 205,  
 206, 207, 209, 219, 222  
 Kurta, 327, 328  
 Kurutište, 200  
 Kurvingrad Castle and  
 Defile, 145, 368  
 Kusadek, 370  
 Kusha R. (nr. Elbasan),  
 101  
 Kusha R. (nr. Scutari),  
 327  
 Kushneni clan, 404, 408  
 Kusi, 104  
 Kušiljevo, 152, 213  
 Kusjak, 171, 378  
 Kustendil, 138, 141, 156  
 Kutina R., 144, 145, 159  
 Kutlovo, 230, 252  
 Kyar, 339  
 Kyuks, 105, 106, 107

L

Lab, 206  
 Lab R., 193, 205  
 Lachi, 350  
 Lachit, Hani, 340  
 Laclesled, 220  
 Ladova, 118, 200  
 Laghi, C., 99, 100  
 Lahana, 129  
 Lahce, 110  
 Lajkovac, 262; rly. sta.,  
 380, 382

- Lajkovci, Gornji, 255  
 Lak Hill, 252  
 Lales, 349  
 Lalinac, 168  
 Lalinačka R., 252, 253  
 Langaitsa, 107  
 Langaritsa Gorge, 94  
 Langaza, 128, 129  
 Langaza L., 128  
 Laniver, 66  
 Laole, Mali, 182  
 Laole, Veliki, 182  
 Lapatinci, 201  
 Lapljeselo, 192  
 Lapovo, 152, 212, 228 ;  
     rly. sta., 369, 379  
 Lapsista, 69  
 Lapsista L., 79  
 Lapsistas Island, 74  
 Lari, 345  
 Laurel, 32  
 Lavašovo, 142  
 Lavdarit, Proni, 80  
 Lazara, 104  
 Lazarevac, 235, 262, 264,  
     277 ; rly. sta., 382  
 Lažec, 75  
 Lead, 16  
 Lebane, 201  
 Lebršnik Mt., 13  
 Lechet, Proni, 342  
 Lefka, Han, 73  
 Lefterokisi, 76  
 Lehize : *see* Lethiz  
 Lek Dukajin, 338  
 Lelova R., 78  
 Lepenac, 305  
 Lepenac R., 110, 190, 191,  
     348, 376  
 Lepenica, 143  
 Lepenica R., 212, 215,  
     224, 227, 228, 369, 379  
 Leporosh, 327, 328  
 Lepusha R., 325  
 Lešana, 341  
 Lesandra I, 23  
 Lesenovačka R., 218, 219  
 Lesh : *see* Alessio  
 Leshka, 86  
 Leška, 348  
 Leskova, 91  
 Leskovac, 143, 144, 154,  
     156, 193, 201, 203 ; rly.  
     sta., 359, 368  
 Lesnichia R., 333, 399,  
     410, 413  
 Lethiz, 338  
 Levani, 89  
 Leysit, Chafa, 107  
 Liabertia, 41  
 Liabs, 41  
 Libovtsa, 95  
 Licheni : *see under specific*  
     *names*  
 Ličje, 144, 159  
 Liješnje, 323, 324  
 Lijeva Rijeka, 301, 302  
 Likodra R., 271, 275  
 Likovan, 129  
 Likovan Dere R., 129  
 Lim R., 13-15, 28, 194-  
     199, 305, 306, 309, 310,  
     312-315, 331  
 Lime (tree), 35  
 Limljani, 383, 384  
 Lin, 98  
 Linguetta, C. : *see* Glossa,  
     C.  
 Lipa R., 180  
 Lipljan, 192, 377  
 Lipolist, 282  
 Lipovdol, 133  
 Lipovica, 262, 264  
 Lisa : *see* Mlisa Bazar  
 Lisari, 77  
 Lisat planina, 305  
 Lisičana, 118  
 Lisijska R., 135  
 Livadica, Dolnja, 153,  
     213  
 Livagje, 207  
 Livoč, 191  
 Livoč, Dolnji, 192  
 Liza : *see* Mlisa Bazar  
 Ljepeštica, R., 305  
 Lješko, 296  
 Ljeskovici Pass, 112  
 Lješnica (on Drina), 282,  
     283, 286, 382  
 Lješnica (nr. Sjenica), 231  
 Lješnica R., 231, 312  
 Ljig R., 253, 254  
 Ljubca R., 249  
 Ljubičovo, 153  
 Ljubinje, 347  
 Ljubotin Mt., 17, 19, 20,  
     377  
 Ljubovigja, Donja, 271  
 Ljubovigja, Gornja, 271  
 Ljubovigja R., 271, 284  
 Ljubovija, 269, 271, 283,  
     284  
 Ljudska R., 195  
 Loveci, 253, 254  
 Logara Pass, 94  
 Lohya, 326, 331, 404  
 Lohya clan, 404, 410  
 Lojanice, 268  
 Lom, 166  
 Lom Palanka, 161, 164, 166  
 Lonac Mt., 384  
 Londra (native boat), 25  
 Longaritsa R., 85, 94  
 Lonjin, 285  
 Lopac Mt., 23  
 Lopari, 302  
 Lopašnica, 158  
 Lopatice, 113  
 Lopižanska R., 196  
 Lopiže, 196  
 Lovčen Mt., 13, 291  
 Lozica, 174  
 Loznica, 274, 275, 276,  
     283, 286 ; rly. sta., 380,  
     382  
 Lozničko Polje, 276, 283,  
     286, 382  
 Lozovik, 213 ; rly. sta.,  
     370  
 Lubnica, 176  
 Lubnička R., 176  
 Luboňa, 87  
 Lučica : *see* Popovac  
 Lučka R., 248  
 Lug R., 229, 236, 237  
 Lugavčina, 214  
 Luge, 313  
 Lugu i Thel R., 333  
 Lugu Serumit R., 333  
 Lukavica Pass, 173  
 Lukavica R., 264, 278  
 Lukavitsa R. (Bulgaria),  
     162, 278  
 Lukavitsa R. (Jakova),  
     346  
 Luke, 177  
 Lukovac, 220  
 Lukovica, 116  
 Lukovo (Albania, nr. S.  
     Quaranta), 94  
 Lukovo (Albania, nr.  
     Struga), 108, 109

Lukovo (Montenegro), 321  
 Lukovo (Serbia), 175  
 Lukov Vrh, 134  
 Lupoglav Hills, 236  
 Luros : *see* Philippiades  
 Luros Mikro, 77  
 Luros R., 77  
 Lurshi, 352  
 Lurya clan, 404  
 Lurya district, 344  
 Lurya eper, 344, 404  
 Luryes, Chafa, 344  
 Lusna, 355, 405  
 Luzh, 333  
 Luzhs, Chafa, 332, 334, 337, 397  
 Lužnica R. (NE. Serbia), 157, 158, 160  
 Lužnica R. (NW. Serbia), 240, 241, 258, 259  
 Lyabinoti, 104, 106  
 Lyabinoti siperme, 357  
 Lyabovs, Ura, 355  
 Lyane, 99  
 Lyane R., 101  
 Lyetim, 107  
 Lyeskovik, 35, 82, 84  
 Lykostomo, Han, 79  
 Lyubanishta, 86, 98  
 Lyuma R., 339, 340, 356  
 Lyuma clan, 405  
 Lyumi : *see under specific names*  
 Lyumnitsa R., 363  
 Lyusa Kurdaresc, 352  
 Lyusa Lisej, 352  
 Lyushna, 96  
 Lyutoglava, 340

## M

Macchia, 32, 34  
 Macedonia, 12, 19, 44, 47  
 Machukli, 353  
 Mačkovac, 207  
 Mačva Plain, 16, 268, 283, 286, 382  
 Maden R., 133  
 Madžarlik, 122  
 Maganik Mts., 296  
 Maginović, 270  
 Maglič, 223, 303  
 Maglješ Mts., 258  
 Mahala, 301

Mahala, Dolnya, 135  
 Maize, 25, 32, 33, 34, 35  
 Majdan Hill, 224  
 Majdan Pek, 35, 171, 178, 184  
 Majilovac, 154  
 Makci, 186  
 Makiš Plain, 278  
 Makljen, 292  
 Makreš, 139  
 Makreški R., 139  
 Mala R., 344, 404  
 Malaria, 29  
 Male Oak, 34  
 Malek Mts., 27  
 Maleš planina, 131  
 Mali : *see under specific names*  
 Malič, 249  
 Malič Mt., 249  
 Malik, 97  
 Malik L., 97  
 Malino, 136  
 Malinovski R., 136  
 Maljin Mts., 16  
 Malisor clans, 39, 53, 54, 405 : *see also under specific names*  
 Malit, Chafa, 338  
 Malitso R., 83  
 Malizi clan, 398, 405  
 Malosindo, 292  
 Malyi Dushku Mts., 84  
 Malzia, 329, 396, 412  
 Malzia Leshs clans, 397, 403, 406, 408, 414 : *see also under specific names*  
 Mamalar, 142  
 Mamaliaga, 93  
 Mamli, 101  
 Mamurash, 350  
 Manatia clan, 406  
 Maple, 34, 35  
 Marena, 124  
 Marianska plateau, 362  
 Markovac, 152, 212, 225, 236, 263 ; rly. sta., 370  
 Markovac Hill, 258  
 Markovica, 243  
 Markovina, Gornja, 292  
 Martanesh, 353, 358  
 Martaneshit, Lyumi, 357  
 Martinica, 140

Martolosi, 93  
 Maskare, 210  
 Masnica, 313  
 Masuričko plain, 143, 155  
 Mat R., 18, 40, 343, 349, 351, 352, 353, 357, 358, 396, 397, 403, 407  
 Matats, 345  
 Matejevac, Gornji, 167  
 Matia clan, 406  
 Matiči, 258  
 Mati clan, 40  
 Matiševo, 301, 302, 304, 307, 309, 325  
 Matyes, Kula, 352  
 Mauče district, 305  
 Mavrova Han, 109  
 Maya e Viyanet, 330  
 Maya Vels, 343  
 Mazarac, 143  
 Mažujčiste, 118  
 Medvegja, 152  
 Medvegja R., 201  
 Medvegje, 216, 247  
 Megjulužje, 236  
 Melentija, 218  
 Melihovo, 78  
 Melissopetra, 84 : *see also* Messiafor Han  
 Meljak, 264  
 Meljnica, 182  
 Menez R., 357  
 Mentesheli, 62  
 Mercury, 16  
 Merečka planina, 20  
 Merošina, 204  
 Merosinska R., 204  
 Mersinbel, Han, 109  
 Merturi clan, 407, 409  
 Merturit, Lyumi, 333, 407  
 Mesaria, 84  
 Mesi, 332  
 Messiafor Han, 80, 84, 85, 95  
 Mesta R., 373  
 Metaljka Hills, 258  
 Metalka Pass, 197, 199  
 Metanac, 306  
 Metkovic, 281, 282  
 Metovnica, 179  
 Metoya plain, 15, 17, 42, 45, 50, 314, 326  
 Metovitikos R., 73  
 Metsovo, 72, 73

- Mezešovica, 347  
 Mezgraja, 157  
 Mgula, 338, 412.  
 Michikeli Mts., 79  
 Mifoli, 89  
 Mihaina R., 338  
 Mihajlović planina, 198  
 Mihalichi, 77  
 Mijailovac, 172, 187, 227  
 Mijonička R., 260  
 Mikros, 67  
 Milanovac, Dolnji, 171,  
 172, 177, 178, 184  
 Milanovac, Gornji, 234,  
 235, 244, 251, 252, 261,  
 380  
 Milatković, 221  
 Milatovac, 181  
 Milatovica R., 236  
 Milići, 284, 285  
 Milindo Pass, 323, 324  
 Milošag, 245, 247  
 Miloševa, Kula, 178  
 Miloševa R., 197  
 Miloševdol, 197  
 Milutinovac, 172  
 Milya R., 72  
 Milyoti, 351  
 Minina, 83  
 Miokazi, 118  
 Miokus, 279  
 Mionica, 253  
 Mirdite clans, 40, 407: *see*  
*also under specific names*  
 Mirdite country, 39, 298,  
 397  
 Miroč, 178  
 Miroč Mts., 11, 12, 22  
 Mirovačka R., 175  
 Mirovche, 127; rly. sta.,  
 363  
 Misača R., 229, 236  
 Mishesh, 345  
 Mišić, 289  
 Mitrovica (on Ibar), 15,  
 190, 193, 194, 221, 377,  
 379  
 Mitrovica (on Save), 280,  
 281, 282  
 Mitiona, 350  
 Mladenovac, 230, 370, 382  
 Mladenovac, Veliki, 237  
 Mlado, 139  
 Mlagjevi Hill, 261  
 Mlava R., 16, 153, 154,  
 177, 179, 181-183, 186,  
 380  
 Mletičak, 324  
 Mlisa Bazar, 352, 353  
 Mnela, 342, 398, 408, 413  
 Močonić, 257  
 Mogila R., 154, 184  
 Moglena Mts., 21, 27, 62  
 Moglenitsa R., 62  
 Mogorče, 117  
 Mohammedanism, 37-38,  
 41, 44, 46, 53  
 Mojkovac, 305, 311  
 Mojsinje, 234, 244  
 Mokra planina, 98, 195,  
 312, 315  
 Molait, Proni, 338  
 Mols, Chafa, 338  
 Momina R., 143  
 Momišići, 296  
 Monastir, 20, 30, 31, 61,  
 65, 68, 71, 74, 76, 82,  
 85-87, 108, 112, 113, 119,  
 122, 125; rly. sta., 359,  
 373, 381  
 Monastir, Plain of, 27  
 Monastirec, 118  
 Money, 385  
 Montenegro:  
   agriculture, 25-38  
   area, 9, 10  
   climate, 28  
   communications, 13  
   cultural conditions,  
   38  
   geology, 26  
   government, 51  
   history, 50  
   language, 50  
   literature, 5  
   money, weights and  
   measures, 391  
   mountains, 10  
   population, 10, 37-50  
   railways, 382  
   religion, 51  
   rivers, 13, 14, 23  
   vegetation, 32  
 Morača Monastery, 296,  
 323  
 Morača R., 13, 14, 23, 296,  
 301, 323  
 Morahovic, tower of, 23  
 Morava R., 27, 143-145,  
 148-153, 156, 168, 191,  
 204, 211-214, 227, 239,  
 242-247, 368-370  
 Morava, Southern (Bul-  
 garian, Binačka), R.,  
 12, 14-16, 19, 22, 142,  
 147, 149-153, 191, 192,  
 200, 368  
 Morava, Western (Ser-  
 bian), R., 11, 13-15, 19,  
 35, 208-211, 216, 223,  
 224, 231, 233, 240-243,  
 247, 250, 260, 379  
 Moravac mines, 150, 369,  
 380  
 Moravica R., 22, 141, 147,  
 149, 168, 172, 173, 175,  
 232, 241, 249, 250  
 Morichova, 19  
 Morova hills, 86  
 Moskopolye, 91, 92  
 Mosna, 178  
 Mostar, 30, 31  
 Mostine Hills, 239  
 Motaruge, 305  
 Mozgovo, 175  
 Mralino, 122  
 Mramor, 148, 200, 204  
 Mramorica, Han, 113  
 Mramorica R., 113  
 Mrčajevci, 244  
 Mrčići, 260  
 Mrković Bay, 294  
 Mrsolj, 147, 148, 149  
 Mrtvica R.: *see* Valje  
   Duboko R.  
 Mrzenica, 210  
 Mrzentsi R., 363  
 Mtsekut Mt., 351  
 Mukat, 200  
 Mulberry, 34, 35  
 Muleti, 101, 102  
 Mumulishta, 98  
 Mura, 352  
 Murata, 350  
 Murdar R., 102  
 Murgaš, 113  
 Murikyani, 91, 104  
 Murino, 312, 313  
 Murinska Rijeka R., 313  
 Murizes, Chafa, 357, 406  
 Murs, Chafa, 352, 406  
 Murzi, 82

Muselimi, 332, 398  
 Musseki, Plain of, 18  
 Mutnica, 381  
 Mutnica, Dolnji, 174  
 Muyali, 95  
 Muzakya, plain, 89, 90  
 Muzina Han, 81, 83  
 Mužur planina, 294  
 Myet, 336  
 Myrtle, 32

N

Nalbandkeui, 68  
 Nanshefüt, 344  
 Narenta R., 17  
 Nasalevci, 154, 156  
 Natalinci, 213, 225, 226,  
 263  
 Nderfandna: *see* Nerfan-  
 dina  
 Ndrenova, 88  
 Neagush: *see* Agostos  
 Nefertara, 322  
 Negochani, 65  
 Negovan: *see* Likovan  
 Negradez, Han, 79  
 Negrevo, 131  
 Nekolek, 86  
 Nemačka Straža R., 180  
 Neradovce, Dolnje, 142,  
 143  
 Nerasten, 348  
 Neresnica, 181, 185  
 Nerfandina, 343, 404  
 Nerfusha, 333, 343  
 Nerfusha R., 332, 412  
 Nericev, Han, 149, 175  
 Nerluma, 328  
 Nermaš, Chafa, 332, 335  
 Nermeš, Ura, 340  
 Nerodimka R., 190  
 Nersana, 332  
 Nersheš, 352  
 Neshta, 358  
 Neusatz, 370  
 Nevrekop R., 376  
 Nicholas, King, 51  
 Nigrita, 129  
 Nije Koshuf Hills: *see*  
 Moglena Hills  
 Nikai clan, 408  
 Nikait, Lyumi, 333, 335,  
 407, 408, 409

Nikmarash, 303, 414  
 Nikšić (Montenegro), 13,  
 50, 199, 292, 297, 321,  
 322, 324  
 Nikšić (Serbia), 228  
 Niregoš, 347  
 Nišava R., 21, 146, 147,  
 148, 158-163, 165, 167,  
 204, 368, 377, 378  
 Nish, 16, 21, 44, 144, 146,  
 147-149, 158, 167, 201-  
 205, 236, 359; rly. sta.,  
 368, 377, 378  
 Nish-Belgrade Rly., 381  
 Nish-Prahovo Rly., 381  
 Nisia Voda R., 63, 64  
 Nisi Dagħ, 64  
 Nivitsa Bubarit, 94  
 Njeguš, 291  
 Noca, 280, 281  
 Nomanice, 156  
 Novaci, 219  
 Novak, 76  
 Nova Varoš, 196, 197, 198,  
 240  
 Novi Bazar, 190, 194, 217,  
 220, 311, 315  
 Novi Bazar, Sanjak of,  
 11, 15, 43, 47, 50  
 Novi Han: *see* Kraljevo  
 Selo  
 Novočani R., 121  
 Novosela (nr. Valona), 89  
 Novo Selo (nr. Debro), 278  
 Novo Selo (nr. Ferizović),  
 192  
 Novoselo (nr. Ishtib), 124  
 Novoselo (nr. Kruševo),  
 114  
 Novoselo (nr. Kumanovo),  
 139  
 Novo Selo (nr. Ljesnica),  
 283  
 Novo Selo (nr. Obrenovac),  
 266  
 Novoselo (nr. Priština),  
 200  
 Novo Selo (nr. Prnjavor),  
 286  
 Novšići, 313  
 Nreyai, 330, 410  
 Nusretli, 373  
 Nut, 35  
 Nyausta: *see* Agostos

O

Oak, 19, 35, 48  
 Oats, 34, 35  
 Obilić, 377  
 Obilicevo, 208; rly. sta.,  
 379  
 Oblavci, 139  
 Obleshevo, 134  
 Obnica R., 267, 270, 276  
 Oboti, 24, 26, 294, 298  
 Obrenovac, 262, 265, 266,  
 277, 278; rly. sta., 382  
 Obrez, 150, 211  
 Obsirina, 75  
 Obteruša, 341  
 Ocaga R., 264  
 Ochrida, 97, 104, 108, 111,  
 115  
 Ochrida L., 17, 19, 20, 97,  
 98, 105, 108, 111, 112  
 Odri, 348  
 Ogosta R., 166  
 Ograđen planina, 130  
 Okoli, 331  
 Olina, 133  
 Olitsika Mts., 78  
 Olive, 25, 32  
 Onions, 35  
 Opanci: *see* Opeinča  
 Opara Mts., 18  
 Opašnica R., 302  
 Opeinča, 112  
 Opinča R., 112  
 Opolje, 347  
 Orašac, 136, 306  
 Orašici R., 136  
 Orašje, Veliki, 152, 213;  
 rly. sta., 370  
 Orhenya, 358  
 Orizar, Gornji, 113  
 Orkhanic: *see* Kačanik  
 Orla R., 135  
 Orlanci, 139  
 Orljevo, 183  
 Orosh, 337, 343, 344, 352,  
 353  
 Oroshi clan, 408, 409  
 Orsova, 9  
 Orsova (Old), 172  
 Orthodox Greek Church,  
 52  
 Osanička R., 181  
 Osanika, Han, 195



Osečina, 269, 271, 272, 274  
 Oseku-Pašes, 346  
 Osigova Mts., 11, 12, 21  
 Osipaonica, 214, 227, 370  
 Osmakovska R., 165  
 Osmanie : *see* Pehčevo  
 Osmanitza, 376  
 Osogovska planina, 134  
 Osoj, 117  
 Ostanitsa, 82  
 Ostrazhanj, 274  
 Ostrelce, 113  
 Ostren i Vogel, 107  
 Ostrog Monastery, 297  
 Ostrovo, 61, 64 ; rly. sta., 372  
 Ostrovo L., 61, 64, 372  
 Ostrovo Ciganlija island, 277  
 Ostružnica, 278  
 Osum R., 18, 80, 81, 85, 87, 90, 91, 96.  
 Ovčar Mt., 242  
 Ovčarska Klisura, 379, 242, 243  
 Ovče Polje, 19

P

Pačarša, 222  
 Pachram, 336  
 Padališta, 115, 116  
 Padališta, Han, 115  
 Paganja C., 9  
 Paik planina, 62  
 Palamon, 354  
 Palanka, 213, 226, 263 ; rly. sta., 370  
 Paligradei, 168  
 Palihor, 66  
 Palit, Chafa, 344  
 Paljevštica, 207  
 Panagia, 78  
 Panareti, 69  
 Pandurovića Mala, 273  
 Panjica R., 249  
 Pantaloni, Karaul, 72  
 Paper R., 104  
 Papići, 231  
 Paprika, 35  
 Paraćin, 22, 149, 150, 151, 174, 211 ; rly. sta., 369, 378, 380, 381

Paramythia, 76, 83  
 Parañs, Chafa, 328  
 Pardovitsa, 363  
 Parga, 76  
 Partež, 192  
 Patamash Mts., 72  
 Pateli, 64, 372  
 Paten, 353, 407  
 Pavlica, 217, 218, 222  
 Pavlovce, 142  
 Pčinja R., 121, 136, 139  
 Pear, 35  
 Peć : *see* Ipek  
 Pečenjevče, 368  
 Pecka, 271, 274, 275, 276, 284  
 Pecka R., 271, 275  
 Peška, Bistrica : *see* Peys, Bistritsa  
 Pehčevo, 131, 134  
 Pehčevska R., 131  
 Pek R., 181, 182, 186  
 Pek, Mali, R., 184, 185  
 Pek, Veliki, R., 185  
 Pekiñ, 99, 103, 104  
 Peladey : *see* Plathi  
 Pelagonia, Plain of, 19-20  
 Peljev-Brijeg, 302  
 Pella R., 62  
 Pepeljevac, 220  
 Pepeljusa R., 208, 220, 246  
 Pepice, 313, 314, 331  
 Perai, 335, 401, 408  
 Perin Mts., 26, 27  
 Peristeri Mts., 20, 65  
 Perlati, 352, 403  
 Perlepe : *see* Prilip  
 Pertreyla, 101  
 Perućica R., 304  
 Peshtyan, 91  
 Pesinje, 205  
 Pestan R., 264  
 Pester plateau, 307  
 Pestrica, 120, 123  
 Pesyaka, 353  
 Petlovača, 282  
 Petosan, 95  
 Petova, 95  
 Petrali, 130  
 Petrani, 94  
 Petrina, 112  
 Petrina Mts., 112  
 Petrondi, 90

Petrovac, 153, 179, 182, 185, 380  
 Petrovo, 127  
 Petrsko L., 65, 372  
 Petzali, 79  
 Peys, Bistritsa, 346  
 Peys, Chafa, 325, 326, 330  
 Philipiades, 76, 77, 78  
 Pigs, 48  
 Pigza, 100  
 Pikernion, 94  
 Pilaret, 221  
 Pilavtepe Hills, 133  
 Pilica R., 256, 257  
 Pindus Mts., 10, 39, 72  
 Pine, 33, 35  
 Pirana, 346  
 Pirnido, 321  
 Pišče, 321  
 Pishkopeya, 353, 354  
 Pishkopeya R., 353, 397  
 Piskupati, 98  
 Piskupi, 93  
 Pisoderi, 70, 75  
 Pistuli, 336  
 Pitovnik, 198  
 Pitsari, 87, 88  
 Piva R., 14, 321  
 Pize : *see* Apidia  
 Pjatra Njagra Hills : *see* Crni Vrh Mts.  
 Plackovica planina, 21, 131, 133  
 Plakonika R., 194  
 Plana, 326  
 Plana plain, 326, 349  
 Plana, Velika, 213, 226, 227, 228, 230, 263, 359, 370, 380  
 Plani, 327, 328, 332, 334, 409, 412  
 Planinica, 176  
 Planska R., 203  
 Plashnikut, Proni, 87, 88  
 Plasnica R., 324  
 Plathi, 358  
 Plati, 371  
 Plausn planina, 128  
 Plava, 313, 331, 412  
 Plava L., 14, 313, 331  
 Plavna, 188  
 Plavnica, 23, 25, 26, 301  
 Pleš, 218, 246

Plet, Chafa, 345  
 Pletvar, 120, 123  
 Plevlje, 14, 31, 196, 197,  
 198, 199, 305, 310, 322  
 Plješ, 199  
 Ploča, 218  
 Ploča Pass, 159  
 Pločka R., 218  
 Pločnik, 203  
 Plostan, 355  
 Plum, 35  
 Plyasa, 86, 98  
 Pnūce, 221  
 Pobjenik planina, 199  
 Pobrat, 89, 90  
 Počkovina, 246  
 Podagora, 78  
 Poda, 314  
 Podgorac, 150, 175, 180  
 Podgorica, 13, 22, 23, 296,  
 300-303, 307, 308, 326,  
 382  
 Podgorica plain, 296  
 Podkrajce, 305  
 Podmalinsko monastery,  
 324  
 Podmolje, 111  
 Podrina, 16  
 Podrinje, 35  
 Podstrmac, Han, 195  
 Podujevo, 205  
 Podunavci, 245  
 Pogradets, 97, 98, 108,  
 112  
 Pojate, 149, 150  
 Polimlje, 313  
 Poljana, 153  
 Polumir, 222  
 Pomegranate, 32  
 Ponež, 200  
 Poplar, 19, 35  
 Popovač, 153  
 Popova Mahala, 155  
 Popović, 237  
 Popović, Veliki, 152, 183  
 Popovich, 384  
 Poprat, 303, 414  
 Porečka R., 178, 188  
 Porna, 375, 376  
 Porodin, 163  
 Poroi, 375  
 Poropolje planina, 118  
 Potatoes, 35, 38  
 Potoci, 197

Potok, Veliki, 182  
 Povlen Mt., 13, 16  
 Požarevac, 152, 153, 171,  
 177-184, 186, 214, 227  
 Požega, 232, 240, 241,  
 249, 250, 254, 259, 379  
 Pozeran, 192  
 Požežina, 221  
 Prahovo, 171; rly. sta.,  
 378  
 Pramoritza R., 69  
 Prapaštica, 193, 201  
 Prapaštica Hills, 200  
 Pravacka R., 167, 378  
 Prđilovica, 147, 148  
 Predejane, 143  
 Predel Hills, 159  
 Predelets Pass, 325, 326,  
 327  
 Preka, 349  
 Prekadin, 203  
 Prekali, 338  
 Premeti, 80, 84, 92, 93  
 Premići, 302  
 Prenk Bib Doda, 344  
 Preñs, 108  
 Prepanj, Gornji, 304  
 Prepolac, 193  
 Prepolac Pass, 206  
 Preseka Hill, 236  
 Preševo: see Preshovo  
 Preshovo, 142; rly. sta.,  
 359  
 Presjeka R., 321  
 Prespa L., 9, 19, 20, 82,  
 86, 112  
 Pretsāi, 329, 330, 331  
 Prevesa, 77  
 Prevtis, 86  
 Preza, 100, 351  
 Pribilci, 113, 114  
 Priboj, 15, 143, 196, 197,  
 198, 285, 368  
 Pričinović, 273, 280  
 Pridvorica, 201, 263  
 Prifva: see Pršavi  
 Prijepolje, 15, 30, 196,  
 197, 198, 306  
 Prilepi, 346  
 Prilike, 249, 250  
 Prilip, 20, 62, 113, 116,  
 118-120, 122, 125  
 Prisat, 120  
 Priskes, Chafa, 357

Pristan: see Antivari  
 Pristevska Rijeka, 192  
 Priština, 14, 15, 190, 192,  
 193, 199, 200, 202, 205,  
 314, 315; rly. sta., 377  
 Prizrend, 17, 191, 192,  
 339, 340, 345-347, 359  
 Prizrenska Bistritsa, 340,  
 347  
 Prnjavor, 283, 286  
 Prnyavor, 331  
 Progorelica, 222, 223  
 Progoreoci, 262, 264  
 Prokletiyy Mts., 17  
 Prokop Plateau, 229, 235  
 Prokuplje, 145, 146, 149,  
 201, 202-204, 208, 209  
 Proni: see under specific  
 names  
 Prosenik, 375  
 Proslop Hill, 271  
 Prostranjaka, 115  
 Prostruga Hills, 253, 254  
 Protopapa, 91, 92  
 Protopopinci, 163  
 Pršavci, 348  
 Prushit, Chafa, 339  
 Pržno, 289  
 Psaretsi, 86  
 Puka, 335, 337, 398  
 Pulāi, 298  
 Pulcha Hills, 73  
 Pulti, 325, 398  
 Pulti clan, 40, 409  
 Pushteritsa, 355  
 Pusta R., 145, 159, 201,  
 203  
 Pustareka, 114

R

Rabas, 267  
 Rabas R., 266, 267  
 Rabrovo (nr. Strumitsa),  
 127  
 Rabrovo (Pek valley), 186  
 Rača, 213, 225  
 Rača Monastery, 257  
 Rača R., 225, 226, 228  
 Radalj R., 285  
 Radi (bush), 34  
 Radika R., 109, 117  
 Radičevo, 132  
 Radomir, 138

Radoševac, 150  
 Radostuš, 109  
 Radovica, 192  
 Radovišta, 131, 132  
 Radozhda, 98  
 Radujevac, 171, 189  
 Radusa R., 222  
 Ragusa, 30, 31  
 Rahova, 80, 86  
 Rahovce, 341  
 Railways, 359  
 Raitsa R., 108  
 Rajac, 123  
 Rajac R., 123  
 Rajčinovik, 195  
 Rakinac, 153  
 Rakitnice, 114  
 Rakova R., 65, 75  
 Rakova Reka, 185  
 Rakovitsa, 177  
 Rajla, 227, 236 ; rly. sta.,  
 359, 370  
 Rajla R., 227  
 Ram, 154  
 Ramanovce, 122  
 Rantsa, 299  
 Rapon Han, 107  
 Rapsh, Hani, 337  
 Rapsha, 326, 327, 401  
 Rapsista, 79  
 Rašanac, 183  
 Rašanska Mehana, 183  
 Rasina R., 207, 208, 218,  
 219  
 Raška, 206, 217, 221  
 Raška R., 15, 194, 195,  
 206, 220  
 Raštani, 113  
 Rastovice, 114  
 Rastovitsa, 346  
 Ratina, 245  
 Ratković, 212  
 Ravanica Monastery, 151  
 Ravanica R., 151  
 Ravnaica R., 275  
 Ravnje, 281  
 Raya, 333, 407  
 Ražanj, 149  
 Ražanska R., 260  
 Raždeginje, 307  
 Rečani, 109  
 Rechi, 24, 404  
 Rechi clan, 404  
 Redžeb Han, 142

Rejep-Aga bridge, 314  
 Reka R., 339, 340  
 Reka, Velika, R., 285  
 Renchit, Mali, Mts., 298,  
 404, 412  
 Rendina, Gulf of, 128  
 Resava R., 152  
 Reshani, 66  
 Resna (nr. Monastir), 82,  
 112  
 Resna (Montenegro), 292  
 Resnik, 370  
 Rethit Mt., 333  
 Režanovce, 199  
 Rgaja Pestiš, 202  
 Rgotina, 170, 177, 179  
 Rgudin Mts., 175  
 Rhodope Mts., 10-12, 26  
 Rhus cotinus (yellow-  
 wood), 34  
 Ria R., 227  
 Ribare (nr. Vukanja), 148,  
 208, 209  
 Ribare (nr. Žagubica), 181  
 Ribari, 282  
 Ribarić, 195, 315  
 Ribarska R., 209  
 Ribnica R., 253, 255, 261,  
 296, 301  
 Ribnik, 124  
 Rice, 25, 33, 34  
 Rijeka, 25, 26, 290, 292,  
 293, 295  
 Rijeka, Mala, R., 302  
 Rijeka R. : *see* Crnojevica  
 R.  
 Rikavac, 303, 383  
 Rikavac L., 303  
 Rila Mts., 12-26, 27  
 Rilevo, 114  
 Riljačka R., 216  
 Rinjska planina, 160  
 Rioli, 300, 327  
 Rioli clan, 410  
 Rioli R., 326, 327, 328,  
 330, 400  
 Ripanj, 237 ; rly. sta., 370  
 Roasi, 295  
 Rodoni C., 349  
 Rogač Mts., 348  
 Rogača, 233  
 Rogačevo, 348  
 Rogačica, 257, 277, 283,  
 284

Rogačica R., 256, 257,  
 277, 284  
 Rogli R., 78  
 Rogova, 346  
 Rojnova : *see* Runjevo  
 Roman Catholics, 52-53  
 Ropotova, 192  
 Ropotovo, 118  
 Ropoyana R., 331  
 Roskovets, 90  
 Rosoman, 123  
 Roumanian-Adriatic Rly.,  
 368, 381  
 Rožanj Mts., 175  
 Rozhāi, 193, 195, 307,  
 311, 312, 315  
 Rsheni, 343, 352, 403, 404  
 Rtanj Mts., 11-12, 22  
 Rubigu, 342, 351, 352  
 Rudine Pass, 248  
 Rudna Glava, 184  
 Rudnica, 207  
 Rudnice plateau, 199  
 Rudnik, 234, 235, 262  
 Rudnik (dept.), 16, 35  
 Rudnik Mt., 13  
 Rudnik Pass, 234  
 Rudoka planina, 340  
 Ruen Mt., 21, 22  
 Rugince-Derbend, 140  
 Rugjinci, 379  
 Rugova, 312  
 Rujan planina, 141  
 Rukavička R., 284  
 Ruklade, 261, 262  
 Rumija Mt., 23, 294  
 Rumluki plain, 67  
 Runjevo, 191  
 Runjkovac, 201  
 Rupel Pass, 126, 130, 135  
 Rushkuli, 350  
 Rušinacki R., 140  
 Rusjaci, 118  
 Russo-Turkish War, 42  
 Rye, 33, 35, 38  
 Ržana Vizoka, 163  
 Ržanska R., 164  
 Ržav, Veliki, R., 250

## S

Šabac, 265, 268-270, 273-  
 275, 278-282, 286, 380,  
 382

Šabanovići, 301  
 Sakati, 338  
 Sakuleva, 65  
 Sakuleva R., 65  
 Salachora, 78  
 Salakovac, 154, 184, 186  
 Salamanli, 125; rly. sta., 374  
 Salanski R., 252  
 Salas, 171  
 Salatovra planina, 72  
 Salchin, 339  
 Saljevići, 309  
 Salonica, 59, 61, 66, 125, 128, 193, 360, 362, 370, 371, 376; rly. sta., 361, 374  
 Salonica, Gulf of, 10, 27  
 Salonica - Dedeagach - Constantinople Rail-way, 360, 361, 362, 376  
 Salonica-Monastir Rail-way, 360, 361  
 Salonica - Nish - Belgrade Rly., 359, 360, 374, 376  
 Samarino, 67  
 Samarinovac, 171  
 Samodreža R., 193  
 Samorina R., 371  
 Samrič, 294  
 San Giovanni di Medua, 26, 298, 307, 335, 336, 399, 404, 410  
 San Giovanni Point, 298  
 San Stefano, 289  
 Sanac Hill, 285  
 Santi Quaranta, 79, 82, 94  
 Sapina, 186  
 Šapna R., 285  
 Šar planina, 17, 19, 20, 110, 111, 191, 347, 348  
 Sarachli, 128  
 Sarajevo, 30, 31, 197, 199, 256, 284, 285  
 Sarandinovo, 118  
 Sarantoporos R., 84, 85, 94  
 Šaraorci, 213  
 Šargan Mt., 256  
 Sarigöl, 374  
 Sari Göi L., 67  
 Sari Hamzali, 137  
 Sarihanlar, 69  
 Sarimeše, 122

Sarimeške, 139  
 Šaronje Hills, 311  
 Šarpej, 206  
 Šarska R., 110, 347  
 Saseno L., 88  
 Saska R., 178, 184  
 Satornja, Gornja, 230, 235, 252  
 Save R., 9, 13, 14, 238, 265, 266, 268, 277, 281, 370, 382  
 Šavnik, 322, 324  
 Šavnik R., 322  
 Sayada Bay, 83  
 Scirocco (wind), 29  
 Scodono (plant), 34  
 Scoranza: see Ukljeva  
 Scutari, 26, 30, 31, 39, 52, 294, 295, 298-300, 325-330, 332-336, 338, 341, 343  
 Scutari L., 13, 22, 50, 51, 292, 294-296, 300, 383, 403  
 Seansko, 115  
 Seden Mts., 110  
 Sefta Oroshit R., 344, 352  
 Sehova, 362  
 Šekirtsra R., 156, 162  
 Šekular R., 310  
 Sel, Ura, 88  
 Selca planina, 20  
 Selce, 110  
 Selchet, 336  
 Selcheti: see Salchin  
 Selečka planina, 76  
 Selenitsa (nr. Koritza), 85, 86  
 Selenitsa (nr. Valona), 18, 87, 88  
 Selčevica Mts., 145, 158  
 Selimli, 127  
 Selishte, 352, 400  
 Selishti, 88  
 Selita clan, 408, 410  
 Selitsa, 90  
 Seljašnica R., 198, 306  
 Selo, Gornje, 311, 325  
 Selo, Veliko, 183  
 Seltse, 326, 327, 402  
 Semendria: see Smederevo  
 Semeni R., 18, 28, 87, 90, 95, 96

Seminište Han, 110  
 Semlin, 238; rly. sta., 370  
 Šemnica R., 76, 113, 119  
 Sendil, 63  
 Senje, 151; rly. sta., 369  
 Senjski Majdan, 151; rly. sta., 369, 380  
 Senkol, 343, 349  
 Serbia:  
     agriculture, 36, 47  
     area, 9, 10  
     climate, 28  
     communications, 21  
     education, 49  
     forests, 34  
     frontiers, 9  
     geology, 26  
     government, 49  
     history, 49  
     lakes, 20  
     language, 44, 46  
     minerals, 21  
     money, weights and measures, 385  
     mountains, 12, 16  
     physical geography, 14  
     population, 10, 43  
     railways, 21, 359  
     religion, 37-44, 45  
     social conditions, 37, 46, 47  
     vegetation, 32  
 Serbia, Old, 11, 42, 43, 47  
 Seres, 130, 375  
 Seres plain, 129  
 Serfije, 68  
 Seriches, Proni, R., 339  
 Šervia: see Serfije  
 Ševarice, 280  
 Shala: see Pulati  
 Shala clan, 410  
 Shala R., 325, 327, 328, 330, 331  
 Shals, Lyumi: see Shala R.  
 Shals, Ura, 335  
 Shamli, 61, 125  
 Shar planina: see Šar planina  
 Shasi L., 24  
 Shatie, 332  
 Shatista R., 69  
 Shchialshi, 352

Sheep, 48  
 Sheep's field: *see* Ovčë  
     Polje  
 Sheitan Kula, 115  
 Shemeri, 358  
 Shemerise R., 358  
 Shemerise, Mali, Mts.,  
     357, 358  
 Shemru, 338  
 Shenkol, 24  
 Shenliu R., 350  
 Shinjerj, 357  
 Shinjerj, 342, 398  
 Shinjertsit Pass, 95  
 Shinjin: *see* San Giovanni  
     di Medua  
 Shinjon, 357  
 Shipchanik, 22, 300  
 Shipkovitsa, 347  
 Shkala Rapshs, 326  
 Shkam, Han, 103  
 Shkiles, Ura, 107, 109  
 Shkins, Ura, 335  
 Shkodra: *see* Scutari  
 Shkols, Chafa, 332, 334,  
     337, 397  
 Shkoza, 337, 340  
 Shkreli clan, 405, 411  
 Shkumbi R., 11, 18, 28,  
     32, 39, 90, 91, 96, 103-  
     105, 107  
 Shkurt, 337  
 Shlaga R., 355  
 Shlaku, 332, 398, 412  
 Shlaku clan, 412  
 Shlakut, Chafa, 338  
 Shlasu, 350  
 Shmihya, 337  
 Shmriya: *see* Shemrû  
 Shoshi: *see* Pulati  
 Shoshi clan, 410  
 Shpal, 344, 404  
 Shparth, Chafa, 342  
 Shtam: *see* Shtanz  
 Shtanz, 338, 405  
 Shtichen, 356  
 Shtiplie: *see* Ishtib  
 Shtish, 357  
 Shupentse, 358  
 Shvinche: *see* Shupentse  
 Sibnica, 264  
 Sičevo, 377  
 Sičevska R., 159  
 Sičevska klisura, 377

Šikirica, 369  
 Šiljakovac, 264  
 Šiljevica Mts., 13  
 Simoni, 342, 404  
 Siša, 88  
 Širina, 130  
 Siroka, 25  
 Sirokar, 303  
 Sisko, 325  
 Sisko Jezero, 311, 325  
 Sitnica R. (Montenegro),  
     296  
 Sitnica R. (Serbia), 15,  
     192, 193, 314, 377  
 Sitova R., 72  
 Sjenica, 15, 194, 195, 196,  
     197, 231, 306, 307  
 Skadar: *see* Scutari  
 Skaljari, 290  
 Skela, 278  
 Skifani, 346  
 Skipetars, 39  
 Skobalj, 214  
 Skoplje: *see* Ūsküb  
 Skoza, 93  
 Skrapež, 241, 250, 260  
 Skrofotina, 89  
 Slatina (nr. Dibra), 354  
 Slatina (nr. Šabac), 273  
 Slatina (nr. Zaječar), 179  
 Slatina R., 306  
 Slavina, 164  
 Slepče, 113  
 Slepčević, 282  
 Slinza, 349  
 Slivje, 168  
 Slivnica, 377  
 Slopčan, 199  
 Slovenes, 46  
 Sloveny, 90  
 Smederevo, 16, 35, 210-  
     213, 227, 236, 239, 370  
 Smenya e mathe R.,  
     352  
 Smenya e vogel R., 352  
 Smertá, 83  
 Sminitsa Mt., 375  
 Smrdesh, 71  
 Snroh: *see* Sveti Gjorgjije  
 Šoba, Karaula, 124  
 Sofia, 130, 138, 156, 162,  
     164, 377  
 Soko-Banja, 173  
 Sokoloka planina, 271

Somina, 324  
 Sop, 115  
 Sopolshitsa, 141  
 Sopot, 124  
 Sopot, Veliki, 236, 237  
 Sopotnice, 114  
 Sor, 286  
 Sorovich, 61, 68, 70; rly.  
     sta., 372  
 Sotir, 64, 68  
 Sovic, 64  
 Sovljak, 282  
 Sovyani, 97  
 Spachi, 337, 413  
 Spachi clan, 408, 412  
 Spanci, Dolnji, 207  
 Spash, 335, 338, 413  
 Sperlatha, Proni, 342  
 Spetyani, 343, 349  
 Spihovo, 72  
 Spizza, 293  
 Spizza Bay, 289  
 Spizza Point, 289  
 Spuž, 296  
 Srbino, 115  
 Srebrnica R., 230  
 Sregjevi Pass, 271  
 Sremčica, 265  
 Srnokvica, 127  
 Sroji, 344  
 Srpski, 301  
 Stalać, 149; 150, 210;  
     rly. sta., 369, 379  
 Stalaćka Klisura (Stalać  
     gorge), 149, 369  
 Stamer, 131  
 Stančići, 234, 244  
 Staničenje, 377  
 Stanjanska R., 161, 166  
 Stapar, 274  
 Stara R., 131, 132  
 Stara Popadija, 64  
 Stari-Adžbegovac, 213  
 Stari Bar, 294  
 Stari Kačanik, 191  
 Starigrad, 120  
 Staroselo, 348  
 Starovec, 115  
 Statovac, 202  
 Statovac, Gornji, 202  
 Stave, 270  
 Stavička R., 253  
 Stavno, 302, 309  
 Stavrosh, 67

- Stegut i Thenvet, Chafa, 326, 330, 331  
 Stena Galiku, 374  
 Stenjevec, 152  
 Steña, Han, 86  
 Stepanje, 261  
 Stephan Dushan, 50  
 Stepojevac, 264  
 Sterpaj, 34  
 Steževac Mt., 200  
 Stimlja, 341  
 Stinos gorge, 78  
 Štip : *see* Ishtib  
 Štitar, 281  
 Štitari, 208  
 Štitarica R., 304  
 Štitarička Prepanja, 304  
 Stijepo, 303, 414  
 Stojčak : *see* Baničina  
 Stolice Hill, 174  
 Stolvodag Hill, 200  
 Stolovi Hills, 223  
 Stopanja, 246  
 Stožer planina, 305  
 Stracin, 134, 138, 140  
 Stracina planina, 139  
 Strajan, 115  
 Straža, 348  
 Streltsi Vocele, 346  
 Striza, 150  
 Struga, 98, 105, 106, 108, 111, 357  
 Strugova planina, 113  
 Struma R., 22, 27, 128, 130, 131, 135, 156, 373, 375  
 Strumitsa, 20, 27, 61, 62, 128, 130, 131, 133, 363 ; rly. sta., 363, 364  
 Strumitsa R., 130  
 Strupica, 133  
 Struzha, 347  
 Strvech, 358  
 Stubica Mt., 277  
 Stubik, 172, 178, 187  
 Stubline, 266  
 Studenica Monastery, 222  
 Studenica R., 222  
 Subotsko, 62, 64  
 Sudimska Klisura, 208  
 Suha Laka R., 130  
 Suharjeka, 341, 346  
 Suho, 128, 129  
 Suhodol (nr. Dibra), 354  
 Suhodel (nr. Rozhāi), 307  
 Sujaška R., 306  
 Suka, 96  
 Sukovo, 377  
 Sukovska R., 156, 162  
 Suliote Hills, 77  
 Sulvara, 289  
 Suma, 334, 398, 413  
 Suma clan, 413  
 Šumac, 34  
 Šumane, 201  
 Sunadija, 16  
 Sunni, 41  
 Supljaja Hill, 228  
 Surdol, 132  
 Surdulica, 155  
 Sūsai : *see* Za  
 Sushitsa R., 87, 88, 93, 95  
 Susica R., 296  
 Sutivan, 305  
 Sutomore, 290  
 Sutorman Mts., 22, 293, 294, 384  
 Sutorman R., 383  
 Sutorman tunnel, 384  
 Suva planina, 11, 12, 22, 157, 159  
 Suvaja, 208  
 Suvaja R., 174, 175  
 Suvo Rudište Mt., 206, 207  
 Suvobor Mt., 254  
 Suzezi, 96  
 Svanjski Most : *see* Fshāit, Ura  
 Sveti Georgi Monastery, 126  
 Sveti Gjorgjije, 294  
 Sveti Ilija castle and shrine, 249  
 Sveti Ivan Monastery, 113  
 Sveti Marko, 75  
 Sveti Naum, 98, 112  
 Sveti Nikola : *see* Kliseli  
 Sveti Nikola Pass, 161, 166  
 Sveti Petar, 369, 380  
 Sveti Petka, 75  
 Svilajnac, 152, 182, 183, 212, 370  
 Svinjača R., 304  
 Svogj, 157  
 Svrlijig, 147, 161, 167 ; rly. sta., 378  
 Svrlijska planina, 167  
 T  
 Tabanovce, 141  
 Tabanović, 280  
 Tahinos L., 129, 375  
 Talašmanci, 140  
 Tale, 349  
 Talovo, 205  
 Tamara, Ura, 326  
 Tamnava R., 265-269, 272, 274, 278  
 Tanda, 178  
 Tara R., 14, 302, 304, 305, 311, 321-325  
 Tasholuk defile, 376  
 Tašlidža : *see* Plevlje  
 Tavnik, 244  
 Tearca, 348  
 Tehova, 64  
 Teke Derovishit, 101  
 Tekekōj, 122  
 Tekeli, 371  
 Terkeriš, 273  
 Tekija, 172  
 Tekye, 73  
 Temali clan : *see* Dush mani clan  
 Temska, 165  
 Teodo, 290  
 Teodo, Bay of, 290  
 Tepejik : *see* Dvoran  
 Tepeleni, 83, 92, 93  
 Tepoš plateau, 163  
 Terbuf L., 95  
 Terhovishita, 67  
 Terkūza R., 350, 357, 406  
 Terzia, Ura, 346  
 Tešica, 148, 208  
 Tetavska R. : *see* Šarska R.  
 Tetovo, 108, 110, 191, 347, 348  
 Tetovo plain, 19, 20, 110, 347, 348  
 Thachi clan, 398, 413  
 Than, Chafa, 342, 413  
 Thane, Chafa, 105, 108  
 Thans, Chafa, 325, 327, 328, 332, 334

- That, Proni, 326, 327, 329, 331, 397, 411  
 Theriakisi, 78  
 Thethi, 327-330, 410, 411  
 Thkela clan: *see* Kthela clan  
 Tijelovac, 161  
 Tikveš: *see* Kavadar  
 Tikveš district, 20, 365  
 Tilva Njagra Hill, 180  
 Tilva Segel Hills, 188  
 Timok district, 44  
 Timok R., 9, 21, 166, 170, 189, 380, 381  
 Timok, Beli (White), R., 168-170, 176, 378  
 Timok, Crna (Black), R., 170, 171, 174, 176, 180, 381  
 Timok, Svrlijski, R., 160, 167, 168, 378  
 Timok, Trgoviški, R., 161, 168, 378  
 Timok Valley Rly., 369  
 Tirana, 99, 100, 101, 350, 351, 353, 356, 357  
 Tirans, Lyumi, 350, 351, 356, 357  
 Tiria R., 83  
 Tisnica R., 180  
 Tobacco, 25, 34, 48, 382  
 Tomor Mt., 18, 32, 91  
 Tomori, 91  
 Tomoritsa Maya: *see* Tomor Mt.  
 Tomoritsa R., 91  
 Topčidere, 370  
 Topčiderska R., 237  
 Topla, 177  
 Toplana, 332, 333, 338, 396, 413  
 Toplana clan, 398, 413  
 Toplica, Gornja, 253  
 Toplica, Han, 123  
 Toplica R. (E. Serbia), 145, 202, 203, 206, 207, 368  
 Toplica R. (NW. Serbia), 253  
 Topličan, 192  
 Topluka R., 346  
 Topola, 225, 226, 229, 235, 236, 263  
 Topolka R., 120, 365  
 Topolnica, 133  
 Toponica (nr. Ččina), 144, 145, 158, 159  
 Toponica (nr. Dl. Milanova), 178  
 Toponica, Dolnja, 201, 202, 203  
 Toponica, Gornja, 147  
 Topsin, 61; rly. sta., 361  
 Tordici, 259  
 Tosks, 18, 39, 41  
 Trabotivište, 131  
 Transylvanian Alps, 10, 21  
 Trapčindol, 115  
 Trayas, 95  
 Trbachi, 95  
 Trbušac, 278  
 Treblova hills, 88  
 Trebotin, 220  
 Trepča, 322  
 Tresibaba plateau, 161, 168  
 Treska R., 118  
 Trešnjica Mts., 259, 308, 309  
 Trešnjica R., 277, 284, 285, 323  
 Trgoviska R., 173  
 Trgovište: *see* Rozhâi  
 Trgoviste, 173  
 Tria Chania, 73  
 Triepshi clan, 413  
 Trinità, Fort, 289, 290  
 Trisinska R., 173  
 Triura R., 104  
 Trnčište, 252  
 Trn, 143, 154, 155, 156, 162  
 Trnavac, 170, 176  
 Trnavska R., 221  
 Trnovca, 140  
 Trnovce, 183  
 Trnovo, 115, 134, 135  
 Trnska R., 155, 156, 157  
 Trojaci, 123  
 Troshani, 343  
 Trovjak, 354  
 Trpani, 80  
 Trsa, 321  
 Trska Crkva, 181, 185  
 Trstenica, 266  
 Trstenik, 218, 246, 379  
 Trstenik gorge, 245, 247  
 Trubada R., 71  
 Trupale, 147  
 Trvorska Čuka Mts., 161  
 Tsangon, 71, 86  
 Tsarevoselo: *see* Carevo  
 Tsaribrod, 156, 162; rly. sta., 377  
 Tseren, 355  
 Tserkovina, 89  
 Tsrmorinovo: *see* Samarino  
 Tsuka, 82  
 Tsukali, Chafa, 332  
 Tsukali Mts., 332, 412  
 Tsurâi poshter, 333  
 Tsurâit, Lyumi, 333  
 Tsyerneva, 355  
 Tubravić, 277  
 Tadjemile, 384  
 Tuglavet, Chafa, 357  
 Tulari, 201  
 Tularska R., 201  
 Tumčevista, 110  
 Tuña, 357  
 Turčane, 115, 116  
 Turco-Serbian War, 42  
 Turica, 233  
 Turija, 134  
 Turija R., 148, 264  
 Turkey: money, weights and measures, 391  
 Turks, 39, 44  
 Turnavon, 84  
 Turnu Severin, 172  
 Tušimlja R., 221  
 Tušina, R., 324  
 Tutinje, 311  
 Tuzi, 300, 326, 400  
 Tuzla, 284, 285  
 Tuzlu L., 125

## U

- Ub, 262, 265, 267, 278, 279  
 Ub R., 265, 267, 269  
 Ubli, 292  
 Udonishta, 98  
 Ugljarevac, 230  
 Ugljarevo, 247  
 Uglo, 311  
 Ukljeva (fish), 25  
 Ulcinj: *see* Dulcigno  
 Ulyartsî, 140  
 Umka, 278

Ura (bridge): *see under*  
*specific names*

Uraka R., 352

Urumli, 122

Ušće, 278

Üsküb, 20, 30, 31, 45,  
61, 108, 110, 122, 138,  
139, 190, 199; rly. sta.,  
359, 376, 377, 381

Üsküb, Plain of, 19, 20,  
27, 42

Uvac, 196, 197

Uvac R., 15, 197

Uya Murizes R., 357

Uybarth, 350

Uymishte, 355, 356

Užice, 14, 15, 35, 240, 241,  
255-259, 284; rly. sta.,  
379, 380

Uzovnica R., 285

Uzundži plateau, 139

Uzveće, 280

## V

Vafi, Karaul, 78

Vakufche promontory, 86

Vakufkeui, 65

Valakonje, 175, 180

Valbona R., 332, 333, 337,  
399, 403, 407, 411

Valias, 351

Valjevo, 16, 35, 252, 253,  
255, 258, 259, 261, 265,  
266, 267, 269, 270, 274,  
276, 284; rly. sta., 380,  
382

Valona, 18, 30, 31, 52, 54,  
84, 87, 88, 89, 92-95

Valona B., 52

Valona Lagoon, 89

Valovishta: *see* Demir  
Hissar

Vam R.: *see* Voma R.

Vapa R., 195, 231

Vardar R., 10, 11-19, 27,  
62, 66, 67, 109, 110,  
116, 121, 124, 126, 127,  
131, 190, 191, 337-342,  
383, 361-365, 371, 376

Vardište, 240, 256

Varinski R., 219, 220

Varnica Mt., 207

Varos, 71

Varoš (nr. Ferizović), 191

Varoš (nr. Prilip), 118

Varva R., 73

Varvarin, 150, 211

Vashu, Ura, 357, 358

Vasiat, 355

Vaudeña, 299, 335, 336,  
341

Vaumai, 342

Veizbej, 190

Velebishti, 88

Veleciko Mt., 22

Veles, 19, 20, 121, 137;  
rly. sta., 365

Veleša, 345

Velesha, 354

Veleshesa R., 354, 355,  
397, 405

Veleshte, 109

Velesnica, 172

Velgoti, 11

Velica R., 124

Velika, 312, 314

Velika, Veliki: *see under*  
*specific names*

Velika R. (Montenegro)  
314

Velika R. (SW. Serbia),  
117, 118

Velikovo, 189

Velje Duboko, 324

Velje Duboko R., 323

Veltsista, 79

Velušina Convent, 75

Velya, 343, 414

Velya clan, 406, 414

Velyako, 135

Venčac Mt., 235

Vendetta: *see* Blood-feud

Venetiko, Karaul, 71, 72

Venetikos R., 71, 72

Vermion Mts., 67

Verria, 61, 62, 66, 67;  
rly. sta., 371

Vertekop, 63, 371

Veruša R., 301, 302

Veshal, 347

Veternica R., 143, 144,  
201, 368

Vetersko, 121

Vezirit, Ura, 338, 339,  
344, 345

Via Egnatia, 39, 105

Vidin, 161, 164, 170, 177,  
189

Vidlič Gora Mts., 163

Vidlič planina, 163

Vidojevica Hill, 283

Vidovo, Gornji, 150, 211

Viduše, 109

Vigu, 342, 398, 408

Vijenac Pass, 232, 248

Vilac, 302

Vilovica Hill, 277

Vinča, 239

Vinchusit, Han, 80

Vine, 25, 32, 34, 35, 48

Vinica, 133

Viničani-Gradsko, 123;  
rly. sta., 365

Vinicka, 309, 310

Vinička Gumna, 134

Vir R., 23

Virbazar, 23, 25, 26, 293,  
295; rly. sta., 383, 384

Viros, Han, 78

Viros R., 78

Višegrad, 14, 197, 256

Visočica R., 163

Visit, Chafa, 88

Visitor Mt., 14

Višna, 306

Vistritsa R., 66-9

Vitkovo, 218, 219

Vitovnica R., 182, 183

Vito Zeze R., 358

Vjetrenica, 140

Vlachs, 39-41, 44

Vladičin Han, 143, 155, 368

Vladova, 63, 64

Vladovo, 372

Vladovtsi, 132

Vlaho Klisura, 70

Vlaina R., 93

Vlasanica, 279, 285

Vlase, 146

Vlashai, 344, 404

Vlašić planina, 272

Vlasina Hills, 155

Vlasina R., 157

Vlasinsko marshes, 155

Vlaško Polje, 370

Vlasotince, 143, 144, 156,  
157

Vodadolma R., 364

Vodena, 61, 62, 63, 67,  
371; rly. sta., 372



Vodovcha R., 132  
 Vogova, 339  
 Vojarci, 124  
 Vojinovac, 225  
 Vojkovići, 292  
 Vojnici, 292  
 Vojnik, 139  
 Vojslavci, 132  
 Voljavica, 284  
 Volkovja, 109  
 Volovica, 383  
 Volovica promontory, 383  
 Volujac R. 256  
 Volvi L., 128  
 Voma R., 342  
 Vorila Dagh Mts., 123  
 Vorra, 351  
 Vovusa R., 72  
 Voynoselo, 331  
 Voyusa R., 11, 18, 28, 80,  
 84, 88, 89, 92, 93, 94  
 Vrabcha, 156, 162  
 Vračar, Veliki, 238  
 Vragolja, 314  
 Vraks, Hani, 326, 330  
 Vralinpolje, 306  
 Vrandol, 159  
 Vraneš, 305  
 Vranić, 264  
 Vranica R., 233  
 Vranishta, 95, 108, 109  
 Vranja, 30, 141, 142, 143,  
 146, 154, 199, 360 ;  
 rly. sta., 367  
 Vranjina Mt., 22-23  
 Vranjska, Gornja, 273  
 Vrapci, 201  
 Vratarnica, 169  
 Vratlo, 324  
 Vratnica, 348  
 Vratsa, 141  
 Vražogrnci (nr. Novi Ba-  
 zar), 221  
 Vražogrnci (nr. Zaječar),  
 170 ; rly. sta., 378, 381  
 Vrbeni, 65  
 Vrbić, 311  
 Vrbjani, 116  
 Vrbnica R., 321  
 Vrbnica, Mali, 220  
 Vrbnica, Veliki, 220  
 Vrečka Cuka, 381  
 Vrdilska R., 244  
 Vrelo, 167, 279

Vrelo R., 160  
 Vreoci, 264  
 Vrla R., 143, 155  
 Vrmđža, 173  
 Vrmitsa, 340  
 Vrnjačka Banja, 379  
 Vrnjci, 246  
 Vromero, 94  
 Vrondistia, 69  
 Vrsuta Mt., 384  
 Vrujica, 195  
 Vruya, 331  
 Vučidol, 376  
 Vučiji Do, 376  
 Vučitrn, 193, 377  
 Vučkovića, 224  
 Vujan Mt., 234  
 Vujinavača, 277  
 Vukan Mt., 181  
 Vukanja, 208  
 Vukodraž, 279  
 Vukošić, 272  
 Vukpalai, 326, 401  
 Vulista, 78  
 Vunthai eper, 331  
 Vunthai poshter, 331  
 Vuros R., 83

## W

Walnut, 19  
 Weights and Measures,  
 385  
 Western Morava line, 369  
 Wheat, 34, 35  
 Wied, Prince of, 54

## Y.

Yablanitsa Mt., 18  
 Yagljak, 62, 66  
 Yagodina, 96  
 Yajilar, 125  
 Yanik, 129  
 Yanina, 67, 68, 71, 73, 74,  
 77, 79-83  
 Yanina L., 34, 79  
 Yanitsa R., 88, 90, 95  
 Yenije L., 62  
 Yenije Vardar, 62, 66  
 Yeniköi, 130  
 Yush, 299  
 Yusuf Han, 314

## Z

Za, 338  
 Žabare (nr. Kruševac),  
 220  
 Žabare (nr. Topola), 226  
 Zabari, 153, 182, 213  
 Zablacé, 272  
 Zabljak, 321, 322  
 Žabrež, 266 ; rly. sta.,  
 380, 382  
 Zabrgje, 182, 183  
 Zabzun, 107  
 Zadrina plain, 343  
 Zadruga, 38, 47  
 Zagora, Gornja, 292  
 Zagoritikos R., 73  
 Zagradets, 86  
 Zagubica, 180, 380  
 Zaja R., 114  
 Zajas, 115  
 Zajaska, 115  
 Zaječar, 22, 151, 170, 175,  
 176, 177, 179, 184, 187,  
 369 ; rly. sta., 378, 380,  
 381  
 Zaječici, 307  
 Zali Dodes R., 352  
 Zali Münrit R., 357  
 Zalit, Han, 357  
 Zamna R., 172, 187  
 Zaranika, 104  
 Zareza, 90  
 Zarkani, Chafa, 94  
 Žarkovo, 265  
 Zarovina Han, 84  
 Zarovina L., 84  
 Zasovica, 280  
 Zath : see Za  
 Zaton, 310, 312  
 Zatrijebac district, 303  
 Zavliaka, 272; 273, 275,  
 276, 284  
 Ždraljica R., 217  
 Zdransha, 358  
 Ždrelo, 182  
 Zedilovo, 141  
 Zeleniki, 186  
 Želevec R., 131  
 Železnica, 140  
 Zeleznio Recane, 115  
 Zelova R., 70

- Zem plain, 301  
 Zem R., 13, 301, 303, 325-327, 400, 401, 402, 413, 414  
 Zem Seltsit R., 325, 326, 327  
 Zem Vuklit R., 326, 327  
 Žeravija, 286  
 Zerkerja Petilap, 119  
 Zernovica, 109  
 Zerovjane, 110  
 Zeta : *see* Montenegro  
 Zeta R. (Albania), 352  
 Zeta R. (Montenegro), 13, 14, 50, 296, 297  
 Zgozha, 107  
 Zhepisha, 109  
 Zheya, Han, 350  
 Zi, Lyumi, 333, 335, 338  
 Zibefče, 142  
 Ziberlina, 355  
 Žica Monastery, 223, 245  
 Žiča R., 286  
 Zihna : *see* Ziliahovo  
 Železnik, 265  
 Ziliahovo, 376  
 Zinc, 16  
 Žitkovac, 147, 148, 204  
 Žitnipotok, 202  
 Zivinje, 136  
 Ziza R., 350  
 Zlata, 202  
 Zlatari, 208  
 Zlatarska R., 196  
 Zlatibor Hills, 255  
 Zletovo, 140  
 Zletovska R., 134  
 Zloriječica R., 304, 313  
 Zlot, 171, 175, 180  
 Zminjak, 280, 282  
 Zogai, 25, 294  
 Zojmeni, 349  
 Zorice, 313  
 Zoysi, 335  
 Zrina : *see* Drynos  
 Zub, 332  
 Zubci, 384  
 Zukva, 324  
 Zulica, 113  
 Zuničeje, Dolnji, 169  
 Zupa R., 289  
 Županj, 218  
 Županjevačka R., 215, 216  
 Zurče, 113  
 Zvezda, Han, 86  
 Zvigor, 134, 135  
 Zvirondak R., 291  
 Zvornik, Mali, 285  
 Zygos Pass, 73









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